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A HISTORY OF TEXAS and TEXANS

BY
FRANK W. JOHNSON
A LEADER IN THE TEXAS REVOLUTION

Edited and Brought to Date by
EUGENE C. BARKER, Ph. D.
PROFESSOR OF AMERICAN HISTORY
THE UNIVERSITY OF TEXAS

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To which are added Historical, Statistical and Descriptive Matter pertaining
to the important Local Divisions of the State, and biographical ac-
counts of the Leaders and Representative Men of the State
in Commerce, Industry and Modern Activities.

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TEXAS AND TEXANS

CAMERON COUNTY

In Cameron County lies the City of Brownsville and most of that territory loosely described as the "Brownsville country." In certain features of climate and natural resources, and commercial situation, it is one of the most attractive portions of the entire state, and since the beginning of the present century its development has been remarkably rapid and important. In 1910 more than half of Cameron County's original area, which had been three times the constitutional size of the county, was detached to form Willacy County, but wealth and population have always been chiefly concentrated in what is now Cameron County, and the following account, though of the larger area, pertains in almost every detail to the present county.

Cameron County lies in that border region of Texas between the Nueces and Rio Grande which was subject of contest between the Texas Republic and Mexico, a dispute settled by the Mexican war in 1846-48. The Texas Republic had claimed to exercise jurisdiction as far as the Rio Grande, but the region this side for nearly one hundred and fifty miles was practically unpopulated, and as a military occupation was impracticable. The territory was unmolested until after the annexation of Texas. The war sanctioned Texas' claims to the region, and what had up to that time been considered nominally a part of Nueces County was divided into several new counties. The one bordering on the coast and extending from the Rio Grande to the San Gertrudis River was called Cameron, and the county government was organized in 1848.

For many years the county was in the Rio Grande border region, the turbulent conditions of which have already been described. In 1850, at the first federal census, the total population of Cameron, Starr and Webb counties, including the entire south end of Texas, was 8,469. That population was concentrated almost entirely in the settlements along the Rio Grande between Brownsville and Laredo.

In 1870 the population of Cameron County was 10,999; in 1880, 14,959, 80 per cent of the inhabitants being Mexican, and 1 per cent negroes; in 1890 the population was 14,424; in 1900, 16,095; and in 1910, including most of the territory now in Willacy County, 27,158. The Mexican population is still large, but not relatively so great as in earlier years. At the last census 8,617 inhabitants were Mexican born, and about 4,000 of Mexican parentage.

The following description of Cameron County in the Texas Almanac for 1871 applies in some particulars to the entire Texas border until the settlement of the frontier troubles some ten years later: "Brownsville is perhaps the only town worth mentioning, though Point Isabel and Brazos Santiago have a few inhabitants. The population of Browns-

ville is believed to be about six thousand and there are probably not five hundred more in the county. There has heretofore been a large Mexican trade at Brownsville, but it has now greatly declined under the influence of the Mexican law establishing the Zona Libre, which enables goods to be landed on the Mexican side of the river free of duty. This is a great stock raising county, and, except the Valley of the Rio Grande, is fit for little else. * * * This and the other counties of the Rio Grande are separated from the balance of the state by a vast region uninhabited except by herdsmen with their thousands and tens of thousands of cattle, horses and sheep." Taking the county as a whole and outside of the City of Brownsville and other river towns, the economic conditions remained almost unchanged until the present century. Production of crops was confined to the river valley, and the produce seldom found an outlet to distant markets. Ten years ago it was stated that there were only four or five pastures enclosed with fence in the entire county, and the live stock interests dominated everything else. The commerce was carried by coasting vessels between Point Isabel and Corpus Christi or Galveston.

The primary factor in relieving this isolation and transforming the industrial situation in Cameron County and adjoining counties was the construction of the St. Louis, Brownsville & Mexico Railroad. The building of this line south from Robstown, west of Corpus Christi, began in 1903, and the road was open from Brownsville to Houston in 1905. Previous to this, almost the only method of reaching Brownsville was by stage from some of the railroad points above Corpus Christi, nearly one hundred and fifty miles distant, or by the irregular and slow coasting service to Brazos Santiago. From Harlingen the western branch of the Brownsville road extends to San Fordyce in Hidalgo County. More recent transportation facilities have been afforded by the construction of what are known as the Rio Grande and the San Benito Interurban roads, one branch extending north from San Benito, and several branches connecting San Benito with different points in the river valley. With the advent of rail connection from Brownsville north and through Matamoros to the center of Mexico, the water commerce through Point Isabel has been practically abandoned. Though local enterprise has recently endeavored to secure appropriations for the improvement of the harbor and channel, the railroads will probably long remain the chief dependence of local commerce.

Probably no part of Texas has received more attention during the last decade than the "Brownsville country." All the lower end of Cameron County is in the basin of the Rio Grande Valley. Though little above sea level, it has the climatic advantages of the plains region, and is in the real semi-tropical zone, apparently below the frost line. In former years agriculture was confined to the narrow margin of the river, where simple methods of irrigation were available. During the last ten years much capital has come in for development and irrigation on a larger and more comprehensive scale. From Brownsville beyond Harlingen the country is intersected by numerous canals, carrying the water of the Rio Grande over thousands of acres. The growing of cotton, vegetables, and sugar cane is the chief industry dependent on this irrigation system. Grape culture is a proved resource, and it is reasonably claimed that no portion

of the state offers a more reliable climate for the growing of citrus fruit. The alluvial soils of the Rio Grande Valley are exceptionally deep and fertile, and irrigation is the only requirement for the production of abundant and varied crops. In 1913 it was estimated that approximately fifty thousand acres were under cultivation by irrigation, and altogether about eighty thousand acres were within reach of the irrigation system. Approximately three million dollars has been expended in perfecting the irrigation plans in Cameron County. The last federal census showed that of 709 farms in Cameron County, 314 were irrigated. Of a total of about 33,000 acres classified as "improved land" in farms, nearly 29,500 acres were irrigated in 1909. In the majority of cases the water is pumped from the Rio Grande into the main ditches or reservoirs, and supplied by gravity to the fields. In one instance the bank of the river has been pierced and the water permitted to flow into the main canal entirely by gravity. At the census of 1910 the chief crop was cotton, to which 3,598 acres were planted; 2,933 acres were in corn; and 1,604 acres in sugar cane. Several large sugar mills have been established to take care of the products of the sugar plantations. The amount of acreage considered, the most profitable crop is vegetables. The first shipment of winter small fruits and vegetables usually come from this section of Texas and during the winter and early spring hundreds of carloads of truck crops are sent to northern markets. A considerable acreage has been devoted to the growing of the Bermuda onion. Away from the river valley the live stock interests are most important, and while the numbers are not so great as in former years, the value is probably much greater in the aggregate, due to the introduction of improved breeds. The last census reported 43,185 cattle in Cameron County with its original area; about 7,000 horses and mules; 2,759 sheep; and 5,005 goats.

The gradual progress in economic wealth up to the beginning of the present century and the sudden access of prosperity within the past ten years is indicated by the following figures representing the assessment valuations of the county: In 1870, \$1,550,667; in 1881, \$2,000,689; in 1903, \$3,275,805; in 1909, \$10,083,418; and in 1913, notwithstanding that more than half the original area of the county has been taken away, \$15,923,148.

The oldest town, the county seat and the business metropolis of Cameron County, is Brownsville. When General Taylor in 1846 advanced his army from the Nueces to the Rio Grande, he began the fortification of his position on the river opposite the Mexican Town of Matamoras. The fortifications were called Fort Brown, which was the nucleus of the present Brownsville. The old site of the first Fort Brown has long since been desolate and another location was chosen for the present fort of that name. A short distance north of Brownsville were fought the battles of Palo Alto and Resaca de la Palma, the first engagements of the Mexican war. General Taylor's base of supplies while at Fort Brown was at Point Isabel on the Harbor of Brazos Santiago, and it was for the purpose of cutting communications between the fort and the gulf that the Mexican army made the movement which precipitated the two battles just named. From that time until comparatively recent years Brownsville was chiefly important for its military post, and its position on the border and a large part of its population was Mexican. During the Civil war Brownsville

was captured and garrisoned with federal troops for a time, and the Confederate trade up and down the river was shut off. In 1881 Brownsville had a population of about five thousand, and had a thriving trade with numerous towns along the Rio Grande for a distance of several hundred miles. The county had given a subsidy of \$50,000 for the construction of the Rio Grande Railroad, which, twenty-two miles long, connected the metropolis with Point Isabel and the pass of Brazos Santiago, which was a seaport. This railroad is now the only narrow-gauge line in Texas except the logging roads, and is a relic of the earlier period when this region was shut off from communication with the outside world except by the limited commerce in ships to Brazos Santiago. It is now called an interurban road, and is employed chiefly to transport passengers to the coast. In 1881 Brownsville had a few manufacturers, including a sugar mill, for working up the small quantity of cane produced in that vicinity. In 1890 the population of the city was 6,134, which increased slowly during the following ten years so that the census of 1900 gave a population of 6,305. In 1910 the population was 10,517.

In 1900 Brownsville, Point Isabel and Santa Marie on the Rio Grande were practically the only settlements in the entire country. Since the coming of the railroad half a dozen or more towns have sprung up. Harlingen is now one of the rapidly growing towns of the state and has become a rival of Brownsville for the valley trade. It is called the "junction city," and is the headquarters of the Rio Grande Valley's truck organization, the Rio Grande & Coast Association. Agencies of several wholesale produce houses are located there, and it boasts the only two compresses south of Corpus Christi. San Benito is also important as the center of the agricultural enterprise and a large district of irrigated farms, and also as the original point for the interurban lines that connect with several points along the river. Raymondsville and La Feria are other towns in the county.

Brownsville is a border city of much historic and quaint interest. A large portion of its residents are Mexicans, and progress until recent years has been in the quiet measure of Mexico rather than in vigorous swing of America. A greater part of the city is built up in the monotonous Mexican manner, of low brick and frame houses bordering on the edge of the street. In recent years many modern structures have been erected. In 1909 a system of waterworks was installed. In the summer of 1910 the International bridge across the Rio Grande was completed, so that Brownsville has really become one of the "gateways of the south." The Fort Brown reservation adjoining the city was the scene of the notorious "Brownsville raid," by colored soldiers of the Twenty-fifth United State Infantry in August, 1906. After that trouble the post was unoccupied for several years, until the recent Mexican revolution made it one of the points of occupation for the American army guarding the Rio Grande border.

WILSON COUNTY

This county, lying to the southeast of San Antonio, belongs in a district which until recent years was almost wholly devoted to the live stock industry, but has now become one of the attractive centers for settle-

ment and the enterprise of the small agriculturist. Many of the farms have been developed by the thrifty German and Bohemian stock, and the county also contains a large element of Mexican population.

Wilson County was created in 1860 from portions of Bexar and Karnes counties, but remained unorganized until 1870. Its population through successive decades since organization has been: In 1870, 2,556; in 1880, 7,118; in 1890, 10,655; in 1900, 13,961; and in 1910, 17,066. At the last census there were 956 negroes, while a little more than a thousand of the inhabitants were natives of Mexico, and next to the Mexicans the Germans were the chief foreign element.

In 1882 it was estimated that only about 20,000 acres of the county were in cultivation, while 125,000 were enclosed in fence for pasturage. At that time live stock constituted more than a third of the taxable wealth of the inhabitants. In 1870 the value of taxable property was assessed at \$400,836; in 1882, \$1,551,624; in 1903, \$4,749,452; and in 1913, \$10,254,470.

The last census showed 2,130 farms in Wilson County. Out of a total approximate area of 520,320 acres, about 400,000 acres were occupied as farms, and 140,000 acres classified as "improved land." Both numerically and in value live stock is still the main business. Live stock statistics in 1910 were: cattle, 24,854; horses and mules, about 9,500; hogs, 8,639; and poultry, 66,916. In Wilson County are located several diaries, mostly with Jersey herds, the products of which are sent to San Antonio. Among the crops cotton is the chief, with an acreage in 1909 of 62,541; corn, 32,288 acres; hay and forage crops, 2,090; and peanuts, 1,415. The county has also become noted in later years for the growing of melons, onions and the general orchard fruits. An important industry is bee culture, the products of which are estimated at between \$30,000 and \$40,000 annually.

Wilson County has two railroad lines, the San Antonio and Aransas Pass, constructed in 1886, and a branch of the Southern Pacific, originally known as the San Antonio and Gulf, which was begun in 1893 and constructed from San Antonio as far as Sutherland Springs in the same year. It was extended to Stockdale, also in Wilson County, by 1898, and the remaining link to Cuero was furnished in 1905. The oldest towns in the county are Floresville, the county seat, which had a population in 1910 of 1,398; and Stockdale and Lavernia. Sutherland Springs and Calaveras are other important towns.

KARNES COUNTY

Up to thirty years ago Karnes County was almost entirely a stock-grazing section. It was the seat of the first important Polish colony planted in Texas, and a large share of its population has always been Mexican. Its agricultural development began with the construction of railroads, and its population has more than doubled since the beginning of the present century.

Created from portions of Bexar, DeWitt and Goliad counties in 1853, it was organized in February, 1854, and a portion of its territory was detached to form Wilson County in 1860. The county was named for Capt. Henry Karnes, one of the leaders in the attack upon San An-

tonio in 1835. The first county seat was Helena. Before the war there was hardly more than 1,000 inhabitants within the limits of the present county, and the number of slaves was about 300. Cattle raising was practically the sole industry, and there were about 50,000 head enumerated in 1857. Karnes County lay in the track followed by the early freighting traffic between the coast and San Antonio, and the county was the scene of considerable trouble during the "cart war" during the decade of the '50s. This trouble, which is mentioned in nearly all general accounts of Texas history, was largely a race and labor war, growing out of a hostility on the part of the American residents to the Mexican cart drivers, and also to the struggle between the latter and the American freighters for a control of the valuable business of transportation.

During the '60s the farmers began fencing in the land, but for a number of years the greater part of the county was open range, and the stock business continued all important until comparatively recent times. The early agricultural class was composed almost entirely of Germans and Poles. In 1882 there were about 600 Poles in the county, or one-fifth of the total population. The settlement of the Polish colony was made in 1854. About five miles above Helena they established a sort of religious colony known as Panna Maria. The early experience of this colonial enterprise was described by a traveler in 1857: "One or two hundred arrived on the ground in February, 1855, seven hundred more in the autumn, and some five hundred additional in 1856. The site was chosen by the ghostly father who accompanied them without discrimination, and the spot has proved so unhealthy as to induce a desertion of about one-half of the survivors, who have made a settlement in the eastern upper corner of Medina county." A number of descendants and some prominent business men and citizens of this original colony are still found in different sections of Texas.

The settlement of the county during the past forty years is well shown in population statistics: In 1870 the population was 1,705; in 1880, 3,270 (490 negroes); in 1890, 3,637; in 1900, 8,681; and in 1910, 14,942 (793 negroes). The increase from 1890 to 1900 was 400 per cent. A large element of the population is of foreign origin. At the last census about 2,000 inhabitants were of foreign birth, mostly Mexican and Germans, over 4,000 were native whites but of foreign or mixed parentage.

For many years practically all the cattle and other products of the county went to the coast overland, and supplies were brought in by ox-carts. The first railroad was completed about 1888, the San Antonio and Aransas Pass, built from the coast westward, and a little later a branch of the same road was constructed from Kennedy northeast. At the beginning of the decade of the '80s Helena as the county seat had about 500 inhabitants and was the chief place of trade. The next town of importance was Panna Maria, and other places were St. Joseph, Riddleville, Daileyville. After the railroads were built Karnes City, Kennedy, Runge and Paul City were established as the principal stations along those roads, and two or three years later Helena surrendered the county seat to Karnes City. Karnes City, Runge and Kennedy are all growing as centers of developing communities, but the county has as yet no large town.

The progress of the county as shown by assessment statistics is in-

licated in the following figures: in 1870, \$528,092; in 1882, \$1,239,130 (nearly half being represented by live stock); in 1903, \$3,740,629; and in 1913, \$10,658,244. While in 1900 the number of farms enumerated by the census officials was 1,047, there were 1,801 in 1910. The total area of the county is 442,880 acres, of which over 400,000 acres were estimated by the census bureau as occupied in farms and about 123,000 acres in "improved land." The chief items in the live stock industry were indicated in the census report as follows: cattle, 33,415; horses and mules, about 10,900; hogs, 10,449; and poultry, 63,640. Cotton had the largest crop acreage, with 72,164 acres; corn 28,873 acres; hay and forage crop, 2,447 acres; and some attention is given to the raising of orchard fruits and also to the bee industry. There are creameries at Runge and at Kennedy and dairying is already a profitable business to many farmers. The county contains some mineral deposits, and natural gas has been discovered in the southern part.

FRIO COUNTY

A few venturesome stockmen went into Frio County during the decade of the '50s, but its territory was included within that border district between San Antonio and the Rio Grande where life and property were insecure up to nearly thirty years ago, and the early settlers had to contend not only with the natural difficulties affecting settled industry, but also with Indians, and outlaw Americans and Mexicans. The county boundaries were fixed in 1858, but the county was not organized until August 7, 1871.

The population of Frio County in 1870 was 309; it settled rapidly during the following ten years, and the population in 1880 was 2,130; in 1890, 3,112; in 1900, 4,200, and in 1910, 8,895. The increase of population during the first ten years of the present century was chiefly due to the general colonization movement over the country tributary to San Antonio, resulting in the breaking up of the large ranch holdings and the improvement of farm areas. Of the total population at the last census about 3,500 were Mexicans.

The first town in the county was Friotown, in the northwestern part of the county. It was made the county seat when local government was organized in 1871, and held that honor a little more than ten years. Another town antedating the railroad is Moore, originally known as Moore Hollow, where the first house was built in 1876.

In 1881 the line of the International & Great Northern Railway was constructed from San Antonio to Laredo, centrally through Frio County. On this road near the center of the county the Town of Pearsall was established and was soon afterwards made the county seat. The town of Moore is also on the railroad, and there are several other stations.

Though essentially a stock-raising country, the county has been rapidly developed agriculturally, especially since the beginning of the present century. A report from the last census indicated that of a total area of 719,360 acres, about 100,000 acres were "improved land." There were 918 farms as compared with 394 in 1900. The livestock interests were: 34,213 cattle, about 6,400 horses and mules, 5,666 sheep, and 2,911 goats. The largest crop was cotton, to which 52,057 acres were planted in

1909; hay and forage crops, 3,909 acres; corn, 2,708 acres; kafir and milo maize being also included in crop statistics. About 330 acres were planted in vegetables, and the enumeration of several thousand trees of "orchard fruits" and a much larger number of nut-bearing trees indicates another resource.

In 1882 the assessed values of taxable property in the county were \$1,095,528, the principal item being livestock; in 1903, \$2,715,578, and in 1913, \$7,132,208. Frio County for some years has been a center for irrigation operations in the San Antonio district, and in 1913 it was reported that about two thousand acres were under ditch, the water being supplied by artesian wells.

ATASCOSA COUNTY

At the beginning of the present decade Atascosa County could claim only one railroad, a short mile or so of the International & Great Northern through the extreme northwestern corner of the county. From the time of its early settlement the county has been almost entirely a cattle range. Cattle trails and stage roads were the only routes of commerce and travel to relieve the isolation. Cattle and cotton and the other meager products were taken chiefly to San Antonio, overland, or to the railroad stations east or west.

The development of the permanent resources of the county through the introduction of capital and the settlement of farmers began about the opening of the present century, but the chief factor has been the construction of railroad lines within the past five years. The first road was the Artesian Belt Railroad, beginning at MacDona on the Southern Pacific in Bexar County, and extended south centrally through Atascosa to the northern line of McMullen County. The San Antonio, Uvalde and Gulf Railroad has recently been completed from San Antonio through the old county seat of Pleasonton and thence in a southwesterly direction. In 1913 the county had a total railway mileage of about eighty miles, so that it is comparatively well supplied with transportation facilities. The railroad means the breaking up of the great pasture tracts into small farm areas, the diversification of crops and the upbuilding of towns. Five years ago the only towns of importance were Pleasonton, the county seat, and Lytle on the International & Great Northern, in the northwest corner. Since then Jourdanton has become the county seat, and the junction point for the two chief railways in the county. Other towns are Pleasonton, Imonge, Christine, Campbellton and Lytle.

Atascosa County is a picturesque country of rolling hills and level prairies, with soils sandy to dark loam, and largely covered by the mesquite and other brushy growths characteristic of this region. Much farming development has taken place, and special interest is given to the growing of vegetables and fruits. In a number of places the artesian resources have been tapped to irrigate small farms, and in 1913 it was estimated that about three thousand acres were under irrigation from wells. Some statistics from the last census report of 1910 will serve not so much to indicate the present development of the county, as a basis for comparison at the beginning of the railroad era. Of a total area of approximately 869,129 acres, a little more than half was occupied as

farms, while only about 90,000 acres were classified as "improved land." There was 1,345 farms, as compared with 895 at the preceding census. The growing of crops was rising in the scale of importance over the long dominant stock industry. Live stock statistics were: Cattle, 27,176; horses and mules, about 7,300; hogs, 6,326; and poultry, 28,588. The acreage devoted to cotton in 1909 was 32,125 acres; corn, 9,899 acres; hay and forage crops, 3,068. About 32,000 trees were enumerated under the head "orchard fruits." Another item is the bee and honey industry, the honey crop being estimated in value between \$15,000 and \$20,000 annually. In 1881 the figures representing taxable property were \$764,070; in 1903, \$2,678,929; and in 1913, \$10,431,750. In the last four years assessment values have nearly doubled.

Atascosa County was organized January 25, 1856, from the old Bexar district, and its original area and boundary have been modified in the creation of newer counties. The population in 1857 was estimated at 1,036; in 1870 the population was 2,915; in 1880, 4,217 (279 negroes); in 1890, 6,549; in 1900, 7,143 (277 negroes); and in 1910, 10,004. At the last census about ten per cent were of Mexican birth. There has been a relatively large increase of population since the last census.

Atascosa County was settled about the time of the admission of Texas to the Union by some Mexican colonists, among them Col. J. A. Navarro, whose family was so prominent in the Mexican and Texas revolutions. Indian hostilities broke up the first settlement, and the permanent development of the county began about 1853.

LA SALLE COUNTY

La Salle County has the distinction of having been the first point of production for the Texas Bermuda onion. T. C. Nye, in 1895, used a windmill to pump water from the Nueces River to a small patch of onions, and his success with the business led to his concentrating his attention on onion growing rather than cattle raising, and several years later he transferred his operations to the vicinity of Laredo. In 1896 George Copp followed the example of Mr. Nye, and in the following spring shipped the first onions in carlots from this vicinity. The business thus introduced has been greatly developed, and onion growing has been probably the chief single factor in the upbuilding of the prosperous City of Cotulla, the county seat and metropolis of La Salle County.

Though the county was created in 1858 from Bexar and Webb counties, it was not organized until 1880. For many years it had a meager population of stockmen, and its permanent development did not begin until the International & Great Northern Railway was constructed in 1881. The population of the county in 1870 was 69; in 1880, 789; in 1890, 2,139; in 1900, 2,303, and in 1910, 4,747. About 1,800 Mexicans are included in the population according to the statistics of 1910.

A statistical survey of the county in 1882 reported the following: Stock raising is the almost exclusive pursuit of the population, and the sheep interests are the most important. The assessment rolls for 1882 show in the county 3,243 horses and mules; 16,185 cattle; 152,320 sheep; and 15,590 goats. The International & Great Northern Railway passes through the western half of the county, and has three stations, Tuna,

Twohig and Bueno. The county has only been recently organized, and there are no public free schools, and two private schools. Church conveniences are as yet very limited, but the advent of the railroad and the building of towns along its line is rapidly improving the social, business and religious aspect of the county.

The assessed value of taxable property in the county in 1882 was \$1,211,332, nearly half being represented by livestock; in 1903 the values were \$2,201,708, and in 1912, \$4,553,576.

Among the early ranchers of the county was Joseph Cotulla, who established himself along the Nueces River about 1868. When the railroad was built through the county in 1881 a town was laid out on his land, and was named in his honor Cotulla. This pioneer is also given credit for being the first man to cultivate land and plant crops in that vicinity. Besides Cotulla, the county seat and chief city, which had a population of 1,880 in 1910, other important towns are Artesia, Encinal and Millett. Much of the irrigation enterprise of the county is centered at Artesia, and several years ago a railway known as the Asherton & Artesia was constructed from the International & Great Northern west to Asherton in Dimmit County. The San Antonio, Uvalde & Gulf Railroad has also been built during the last two or three years across the northern half of the county. With increase of railways the development of La Salle County has been rapidly pushed during the present decade.

The census of 1910 was taken before the building of these railways, and statistics accordingly do not fairly represent the economic conditions of the present. According to the figures supplied by the census, out of a total area of 999,040 acres in the county, less than 24,000 acres were classified as "improved land," and there were 263 farms as compared with 107 in 1900. Of the farms fifty-eight were irrigated, and the total amount of land irrigated in 1909 was 2,165 acres. At the present time it is estimated that about 5,000 acres of land are irrigated, the water being taken from the Nueces River and from artesian wells. While the sheep business was the chief industry in the county thirty years ago, it is no longer important. The census figures on livestock were: 41,023 cattle, about 3,100 horses and mules, and 11,180 goats. The important crops in 1909 were: 6,036 acres of cotton, 453 acres of kafir and milo maize, 414 acres of corn, hay and forage crops, while 655 acres were reported for vegetables, chiefly onions. The building of railroads and the immigration of farmers have caused the breaking up of many large holdings in this county, and economic conditions change every year or so. Concerning the actual and prospective status of the county agriculturally, the Texas Almanac for 1914 said: "Livestock raising is the chief industry, diversified farming second in importance. The raising of Bermuda onions in Texas was first started in this county. Cotton and corn are staple crops. Like other counties in this section, the development of the underground water supply has opened up wonderful opportunities for profitable fruit and truck growing. Figs, plums and grapes are grown in quantities sufficient to prove the adaptability for climate and soil for these industries."

McMULLEN COUNTY

Largely owing to its location from transportation facilities, this county is and has been a ranching country. Until recently the nearest railroad

was some thirty miles distant, and for that reason the most profitable resource was live stock, which could be driven overland to market. At the last census there were 114 farms enumerated, as compared with 91 in 1900. Of the vast area of 833,280 acres, only 4,369 acres were classified as "improved land." The acreage devoted to cotton in 1909 was 767 and to corn, 145. Even the cattle industry was of less comparative importance than in preceding years. The number of cattle in 1910 was 15,322; and of horses and mules about 2,100. These were the only noteworthy statistics furnished at the last official census.

Since that time the line of the San Antonio, Uvalde & Gulf Railroad has been constructed along a portion of the northwest boundary of the county, while the Artesian Belt Railroad has been extended to the northeast corner. The better transportation facilities have stimulated agriculture and general development and the present decade is certain to witness a great increase in economic wealth.

McMullen County was one of those created under the act of February, 1858, providing for rectangular boundaries where possible, and was named in honor of the empresario who promoted the McMullen & McGloin Irish colony. The county was organized in 1862, but the disorder along the border country of South Texas during and subsequent to the war caused the local government to be abandoned, and it was not reorganized until 1877. The Texas Almanac for 1871 described local conditions as follows: "The few inhabitants are entirely engaged in stock raising, some of whom have as many as 5,000 to 10,000 head of cattle, besides horses and sheep. They live on the 'squatter sovereignty' principle, but few owning or caring to own lands." By 1880 sheep raising had become the chief pursuit, but since the early '90s the cattle business had resumed its first place, and at the last census less than one hundred sheep were enumerated although some attention is paid to the goat industry, 1,477 being enumerated in the census returns.

In 1870 the total population was 230; in 1880, 701 (47 negroes); in 1890, 1,038; in 1900, 1,024; and in 1910, 1,091. About ten per cent were Mexicans. In 1881 the value of taxable property was \$644,981; in 1903, \$1,220,227; and in 1913, \$2,331,997. The county has developed no towns of importance. The county seat is Tilden, many miles from a railroad, while Crowther has for a number of years been a village at the north end of the county, and is a terminus of the Artesian Belt Railroad. Another small town is located on the San Antonio, Uvalde & Gulf Line.

LIVE OAK COUNTY

Lack of railway facilities has retarded the development of Live Oak County, but the construction of a division of the San Antonio, Uvalde & Gulf Road centrally through the county in progress during 1913 will open a new era.

Live Oak County was formed in 1856, from territory formerly part of Nueces and San Patricio counties. A portion of Live Oak was detached to form Bee County in 1858, and the creation of Duval and McMullen counties in the same year also diminished the original area of this county. Agriculturally its development has been more important than that of McMullen County on the west, but for half a century its large area has

been almost exclusively a stock range. In 1858 the total population was estimated to be 597, with only 50 slaves in the entire county. The Texas Almanac for 1867 mentioned an academy at Oakville, the county seat, and also a school and Catholic Church at Gussettville. The total population of the county in 1870 was 852; in 1880, 1,994 (76 negroes); in 1890, 2,055; in 1900, 2,268; and in 1910, 3,442. In 1882 the only towns were Oakville and Lagarto and they remained almost the only centers of population and trade until recent years.

The comparative development of the resources in the county are indicated in figures representing the assessed values in the county. In 1882 the value of taxable property was \$1,168,851. Taxable wealth increased very slowly during the next twenty years, the figures for 1903 being \$1,972,640. In the succeeding ten years the taxable wealth more than doubled, being \$4,393,860 in 1913. Cotton, corn and sorghum cane have been the usual farm crops, and the growing of onions and vegetables, some fruit, and the production of honey, have been increasing in importance. At the last census 487 farms were enumerated as compared with 278 in 1900. This is one of the large counties of the state, its total area being approximately 714,240 acres. Only about 30,000 acres were classified as "improved land," in 1910. Stock interests were: Cattle, 22,192; horses and mules, about 3,700; and goats, 1,864. The cotton crop was represented by an acreage of 10,197; corn, 5,827; hay and forage, 1,500. Deposits of coal, iron and lead had been discovered in the county, and these taken with the soil and climate, furnish opportunities for great development in the near future.

BEE COUNTY

During the last ten or fifteen years Bee County has received a more than proportionate share of the emigration directed to the cheap lands of Southwest Texas. The principal industry is now described as livestock farming, instead of ranching, according to the methods that prevailed from the time of early settlement. The fencing off of the range began early in the '80s, and there has been a gradual substitution of blooded stock for the native cattle. About a fifth of the total area of the county has been put under the plow, and this means the growing of extensive crops of cotton, corn, fruit and vegetables. By means of deep wells water has been drawn to the surface for irrigation, and it is in the localities where this practice has been followed that intensive farming and the production of vegetables and fruits have become most profitable.

Bee County was one of the counties created by the act of February 1, 1858, which provided that counties should be formed, rectangular in shape if possible, and that county organizations should follow as soon as population was sufficient. The county government here was organized July 25, 1858. Bee County includes portions of the original counties of San Patricio, Goliad and Refugio. It was named in honor of Gen. Barnard E. Bee, a distinguished official during the Texas Republic and later a general of the Confederate army.

For many years the county was almost exclusively devoted to stock raising. The Texas Almanac for 1871 said: "The few inhabitants have, many of them, very large stocks of cattle, and some flocks of sheep, the

increase of which has made them quite wealthy from a small beginning within a few years. * * * Corn has been almost the only staple product, though a few are now beginning to raise some cotton on a very small scale." At that time the lumber required for building was brought overland sixty miles from the old port of St. Mary's in Refugio County, that being also the chief market town. It is noteworthy that cotton has since replaced corn as the chief agricultural crop.

During the '80s the county was given its first railway facilities. The San Antonio and Aransas Pass was completed from San Antonio to Beeville in 1886, and continued to the coast the following year. In 1890 was built the road from Victoria to Beeville. During the present century a branch of the Aransas Pass road was constructed south from Skidmore.

The total population in 1870 was 1,082; in 1880, 2,298; in 1890, 3,720; in 1900, 7,720; and in 1910, 12,090. The negro population is almost insignificant, but at the last census more than ten per cent of the inhabitants were Mexican born. The first centers of population in the county were Beeville and Mineral City, and as the county seat and the junction of the two railroads Beeville has always maintained its position as the metropolis. Its population in 1890 was 1,311; in 1900, 2,311, and in 1910, 3,269. It is a prosperous town, with an enterprising element of business men, with church and school facilities of advanced order, and the center of a rapidly developing farming territory. Near Beeville is one of the agricultural experiment stations of Texas. The city takes especial pride in its schools. The county has a Fair Association that is no small factor in stimulating and improving live stock and agricultural production. Outside of Beeville the chief towns are Skidmore, Papalote and Normanna.

The property assessments for the county at different years have been: In 1870, \$420,033; in 1881, \$1,142,630; in 1903, \$3,933,733; and in 1913, \$8,461,725. It is noteworthy that in 1870 more than ninety per cent of the assessment valuation was represented by live stock, and that continued a large item for a number of years. The following statistics are derived from the last census. Of a total area of 547,840 acres, about three-fourths was occupied as farming lands, and a little more than 100,000 acres were classified as "improved land." There were 1,209 farms in 1910 as compared with 628 in preceding census. The number of cattle were 42,923; horses and mules, about 9,200; hogs, 4,007; goats, 2,055; poultry, 31,484. Cotton was the chief crop, with 32,288 acres; corn, 14,908 acres; hay and forage crops, 5,206 acres; and a relatively large acreage was devoted to the growing of broom corn. For some years much attention was devoted to the citrus fruit industry, but successive freezes tended to discourage the business, though the resources of the soil and natural conditions of climate are such as to give promise of successful development along that line. Another important item in economic wealth is the production of honey.

GOLIAD COUNTY

Though one of the oldest centers of civilization in Texas, Goliad County in population and economic development still ranks much below many newer counties of the state. Like other counties on southern Texas, its pastoral ranges are being gradually broken up, and in recent years

a good deal of capital has been invested locally and the lands are being developed under twentieth century enterprise. The cultivation of field crops has become only secondary to live stock, which for more than half a century had been the chief item of wealth. But only a comparatively small portion of the county has been brought under cultivation, and there are vast areas that furnish only grazing for stock.

The first federal census taken in Texas in 1850 gave Goliad County a total population of only 648. Aside from the Mexican residents, who were mainly engaged in the carting of merchandise from the coast to the interior, the Americans had their chief business in running stock on the range. The county made little agricultural progress until the latter part of the century, and after the war sheep raising was an important branch of business, but it gradually lost its importance. During the time of the Civil war and in the preceding decade the county was the scene of the troubles between the Mexicans and Americans, difficulties that are loosely described as the "cart war," and as a border county its industries and population suffered until the '70s. The total popula-



RIO GRANDE VALLEY SCENE

tion of the county in 1870 was 3,628; in 1880, 5,832 (1,666 negroes); in 1890, 5,910; in 1900, 8,310 (1,806 negroes); and in 1910, 9,909. At the last census more than half of the white population were of Mexican or European origin. There were about 2,800 inhabitants of foreign or mixed parentage, and 1,300 foreign born. Of these 891 were natives of Mexico and about 300 natives of Germany.

In the early years Goliad County was in the main route of transportation by the Mexican ox-cart, and the commerce of the county found outlet by freighting to the gulf ports of Lavaca, Rockport and others, and after the extension of a railroad to Victoria that town became the nearest market and shipping point. The New York, Texas & Mexican Railway was extended from Victoria through Goliad County in 1890.

The last census report furnishes the following statistical facts concerning the county's resources. Of a total area of 511,360 acres, only about 78,000 acres were classified as "improved lands." There were 1,146 farms in the county. Of live stock there were 43,176 cattle; about

8,000 horses and mules; 8,771 hogs; about 3,000 sheep and goats; and 53,346 poultry. The largest acreage was in cotton, 35,034; corn, 20,622; hay and forage crops, 3,584; rice, 360 acres; while about 10,000 trees were enumerated in orchard fruits. The county in recent years has marketed a large amount of melons, and potatoes, sweet potatoes and other truck crops are important.

In 1870 the only postoffices in the county were Goliad and Weesatche. Goliad has continued to be the business metropolis, with a population of a little more than one thousand. Before the war and for some years afterwards it was the seat of Aranama College. The towns of Berclair and Fannin were founded after the building of the railroad, and Charco and Weser are other villages.

Historically Goliad County is associated with very early settlement in Texas. In 1722 Marquis de Aguayo established the presidio of La Bahía, and "established near by" the Mission of Espiritu Santo, "on the same site where Roberto Cavalier de la Sala had put his post," that is, near the Espiritu Santo Bay on the banks of the Guadalupe River. In 1749 Escandon had this presidio removed from the Guadalupe to the south bank of the San Antonio River. The troops, settlers, priests, Indians, and even the bell and door of the chapel were taken to the new site at Santa Dorotea, but the original name of the mission and presidio was retained.

La Bahía remained a garrison town and outpost of Spanish settlement throughout the eighteenth century. In 1809 the population of La Bahía and its jurisdiction was estimated at four hundred and five. In 1813 La Bahía was captured by the Gutierrez-Magee expedition; in October, 1835, it fell into the hands of the Texans under Captain Collingsworth at the beginning of the revolution; and in the following year was the scene of the massacre of Fannin's men. The Legislature of Coahuila-Texas in February, 1829, decreed: "The fortress of La Bahía del Espiritu Santo, in the department of Texas, may be called the town of Goliad." During the republic the two names Goliad and La Bahía were used almost interchangeably, but in modern usage La Bahía has become obsolete.

The municipality of Goliad, like Bexar, being a Mexican settlement and garrison town, took only a minor part in the events connected with the development of the Texas revolution. Goliad's delegates to the convention of 1832 were chosen too late to participate, though they endorsed the proceedings. The American residents of the municipality, however, were aggressive actors in the independence movement. On December 20, 1835, ninety-one of these citizens, including one or two Mexicans, issued the "Goliad declaration of independence," in which they declared the Province of Texas a free, sovereign and independent state. This action was considered premature at the time, but less than three months later independence was declared in the convention at Washington. The municipality of Goliad was represented at the convention of 1836, and the municipality subsequently was organized as a county government. Portions of the original county were taken to form the counties of DeWitt, Bee and Karnes.

The modern town of Goliad is on the north side of the river, but the old presidio, mission and Mexican settlement of La Bahía were on the

south side. Only the ruins of the latter remain. The modern American town of Goliad was founded after Texan independence. An early account of the old town of La Bahía was written in December, 1833, by Doctor Beales, who was head of a colonization enterprise: "La Bahía or Goliad is a wretched village situated on the right bank of the San Antonio River, about forty miles from the Copano. It contains eight hundred souls. It is most beautifully placed, having the old ruined church of the mission on a rising ground in front, and backed by woods on the opposite side of the river. This, with common industry, might be made a very pretty village, as they have an abundance of soft limestone, easily worked, and the soil is very fertile; but from the negligence and idleness of the Mexican inhabitants, the streets are complete ravines, they have no gardens, and the houses are built partly of logs and partly of mud. The inhabitants are, almost without an exception, gamblers and smugglers, and gain their subsistence by those two occupations, and the more honorable one of carting the goods brought to the port by foreign vessels."

After the revolution old Goliad fell rapidly into decay. Judge Lea acquired the old mission property and remodeled the chapel for his residence. Bartlett, of the Mexican boundary commission of 1850, was entertained at this home. At that time he estimated the population of new Goliad at about two hundred. Olmsted, "in his journey through Texas," in 1857, visited the site, and says: "We soon reached Goliad, a settlement of half a dozen houses, two stores, a wheelwright's and a blacksmith's shop. While the horses were being shod I rode to the old Mexican town of La Bahía, or old Goliad, on the opposite bank of the river, to visit the mission and fort where the massacre of Fannin took place. There are several of the missions in the neighborhood, of which this seems to have been the principal. The ruins I found quite extensive; there are the remains of a large fort, with bastions, which appears to have been about 200 feet square. Several stone buildings stand about it, although now in ruins. Behind one of the bastions, in a corner of the enclosure, is the church. It is also of limestone, and in a similar style to those of San Antonio. The modern village is composed of about twenty jacals, large, and of a comparatively comfortable character, scattered over two hills."

In 1858 the new town of Goliad had a population estimated at 580 whites and 203 negroes, while the old town had a population of 326, chiefly Mexicans. In the Texas Almanac for 1867 the old town was mentioned as the seat of the Catholic Church, and inhabited almost entirely by Mexicans, its houses being of stone in the Mexican style of thick walls and flat roofs. For its historic associations alone Goliad will always remain one of the most interesting points in Texas.

ARANSAS COUNTY

This gulf coast county, taken from a part of Refugio County and organized in 1871, is, in land area, one of the smallest civil divisions in the state, and its low flat surface is deeply indented and broken up by the bays and numerous recesses of gulf waters, the Copano and Aransas bays dividing the county into three parts. St. Joseph's Island is the narrow strip, about twenty-four miles long, that separates the gulf from

Aransas Bay, and Aransas Pass is at the south end of this island. The proximity to gulf waters has so far given the chief character to the occupational industries of the people. The territory comprised in the county was a portion of the empresario grant to James Power and James Hewitson, whose contract with the Mexican Government was dated June 11, 1828. Their Irish colonists settled in the vicinity of Aransas Bay during 1829-33, but the low sandy areas about the bays, now comprising Aransas County, had only a meager population for many years.

Aransas Pass was navigated by vessels probably from the beginning of Texas colonization. In Kennedy's History is a map of Aransas Bay as surveyed in 1833, giving the soundings of the pass and the channel through Aransas and Copano bays. On the north side of Copano Bay was "Copano Landing," a site of historic importance, for it was designated as the destination of vessels bringing troops and supplies from New Orleans to Texas during the revolution. In 1858 Copano was a port of delivery, and the only port in Refugio County except Aransas. Only a few families lived there, and little business was done at that date.

With the revival of the Texas cattle industry after the war, and chiefly through the decade of the '70s, Rockport and the neighboring Town of Fulton became important shipping and commercial centers. Cattle from the back country were driven to Rockport for shipment, and later a group of business men established a meat packery at Fulton, one of the pioneer establishments of the kind in the country. The beef was cooked and canned, the shipment of meat under refrigeration not yet having been introduced. But it is noteworthy that the by-products were utilized at this plant. There was a bone mill for making fertilizers, and an ice factory was also established. In 1882 it was estimated that the value of the transportation and industrial interests centered at Rockport and Fulton amounted to \$2,000,000 annually. In consequence of this business activity, work had already begun to deepen Aransas Pass, and the Morgan line of steamers were loaded at Rockport wharves.

In subsequent years business activities changed. Meat packing was stopped, but Rockport was the third town on the coast to develop the oyster business, beginning in the '80s, and at the present time fish and oysters are the important exports of the county.

While the port facilities through Aransas Pass were sufficient in earlier years, the increasing draft of vessels made systematic improvement necessary to utilize the natural advantages. The Federal Government in recent years has undertaken the deepening of the channel, and by the construction of jetties and dredging there is now a depth of a little more than twenty feet through Aransas Pass to the Government constructed basin at Harbor Island, and private interests have built railroads with terminals at Aransas City. Rockport also has a channel for light-draft vessels, and the marine activities and the fish and oyster industry are the chief resources. Many sportsmen take advantage of the tarpon fishing, and Rockport and other places around the bay have been developed as resorts for transient residents. About 1890 a branch of the Aransas Pass Railroad was constructed to Rockport, and most of the business and population are concentrated along the lower peninsula of the county in the vicinity of the railway and navigation interests.

Outside of the towns there is very little population, and agriculturally

the chief attention has been directed to the raising of fruit and vegetables. In 1880, at the first census after the organization of the county, the population was 966, considerably more than half being resident at Rockport, the county seat. The population in 1890 was 1,824; in 1890, 1,716 (189 negroes); and in 1910, 2,106. Rockport still has more than half the total population of the county.

By the report of the last census it was shown that the county had only 79 farms, and of an approximate land area of 153,600 acres, less than 2,000 acres were classified as "improved land." In live stock the chief items were cattle, 7,213; and sheep, 3,564. In 1881 the assessed valuation of property in the county was \$526,766; in 1903, \$1,695,106; and in 1913, \$2,893,718.

REFUGIO COUNTY

This county was embraced within the territory given to Hewitson and Power, who attempted to found a colony of the Irish people on the Texas coast. It is noteworthy that this national stock is now a comparatively insignificant element in the total population, since at the last census only 26 inhabitants were of Irish parentage or natives of that isle. The original families have long since been assimilated, and the Mexicans and Germans are much more numerous, relatively speaking, than the Irish.

The center of the Hewitson and Power colony was the old Refugio Mission, which was the seat of a small Mexican population before the Irish colonists came. This mission was loopholed for a fort by the soldiers under Colonel Ward, who withstood an attack from General Urrea on March 14, 1836, but were compelled to abandon the church fort and vainly sought safety in retreat. The old mission was described in December, 1833, by Doctor Beales, the leader of an English colony, as follows: The Mission Del Refugio "is prettily situated," but "has gone to ruin. * * * The missions have now become desolate. The present one was destroyed by the Commanches a few years since. There are at present five or six miserable huts, built and inhabited by as many Irish families, brought to this country by the Empresario Mr. Power, who could not properly locate them in consequence of his disputes with respect to the boundaries of his lands. They obtained permission to remain where they are till Mr. Power could place them properly and give them their titles. They have in consequence been about five years in this situation, and as they imagined their sojourn would be temporary they made no improvements, not even cultivating a bit of garden ground."

Most of the Irish settlers located during 1829-33. In 1835 the settlements received the designation of "municipality of Refugio." Their three representatives to the general consultation were engaged in the capture of the Mexican post of Lipantitlan on the Nueces above San Patricio, and hence did not participate in that meeting, but one of their number received a seat in the general council of the Texas provisional government on November 22d. The municipality had two representatives in the convention of 1836, and in the law of the republic providing for county administration, December 20, 1836, there is reference to the County of Refugio. Its original area was diminished in 1858 by the creation of Bee County, and in 1871 by the organization of Aransas County.

The county seat has had several locations, having been originally at Refugio. An act in 1869 changed it to the town of St. Mary, but the act was probably not obeyed, as a subsequent law in March, 1871, provided that county seat should be removed from Mission Refugio to Rockport. A few months later, when Aransas County was created, the seat of government was relocated at Refugio.

In the development of its economic resources this county has been backward, and most of its population and wealth are the results of changes brought about in the last fifteen years. By the census of 1850 Refugio County had only 359 population; in 1856 the population was estimated at 959 besides 185 slaves. In 1870 the population was 2,324; in 1880, after the division of the county, it was 1,585 (336 negroes); in 1890, 1,239; in 1900, 1,641; and in 1910, 2,814. The chief factor in the upbuilding of the county during the past ten years was the construction in 1905 of the St. Louis, Brownsville & Mexico Railroad directly through the center of the county. Up to that time for a number of years the nearest railroad point had been at Sinton.



CORPUS BEACH HOTEL, CORPUS CHRISTI

From the time of early settlement almost the sole industry was stock raising, and agriculture is still of minor importance. At the last federal census there was 236 farms enumerated, as compared with 139 in 1900. In a total area of approximately 473,600 acres, there was less than 14,000 acres classified as "improved land." The chief crop acreage in 1909 was: cotton, 3,983; corn, 1,575; and hay and forage crops, 566. Most of the county is taken up by large ranches, but the present century has witnessed the breaking up of many of these large tracts into smaller farms. At the last census the live stock business was indicated by the following figures: cattle, 29,307; horses and mules, about 2,400; hogs, 2,295; sheep, 1,462; and poultry, 7,778. Considerable attention is also given to the bee industry. In 1881 live stock represented more than half the total assessment values of \$1,371,004; in 1903 the assessment figures were \$2,654,221; and in 1913, \$4,914,604. The principal town is Refugio, which has an estimated population of about 900. Other towns are Woodsboro, Bay-side and Tivoli. Tivoli is on a small branch of the Brownsville road recently built along the bay at the eastern side of the county.

This is one of the lower gulf coast counties that have received particular attention from new settlers and capital during the past ten or fifteen years. This is indicated in the increase of population between 1900 and 1910 of more than three hundred per cent, while the rise of property values was even greater within the same period. Ranches have been cut up, every year witnesses a greater acreage brought under cultivation, and diversified methods are being introduced to produce not only the staple crop of cotton, but also fruit, especially grapes, melons and early vegetables. An important factor in this development has been railroad construction, and in the past ten years the San Antonio & Aransas Pass has largely increased its mileage in the county, and the Brownsville road has been constructed centrally through the county from north to south, giving access to market in all directions.

San Patricio was one of the original counties of Texas. The boundaries of the municipality defined in April, 1834, included a large portion of territory in the counties now to the west and northwest of the present county, but little if any of the present San Patricio County. The population was too meager to support a county organization, and an act of the Legislature after Texas became a state in April, 1846, was entitled "to establish the county of San Patricio," in consequence of which the permanent organization was effected.

The first county seat and the oldest town is San Patricio, on the north bank of the Nueces River. It was the capital of McMullen and McGloin's Irish colony. Near it was Fort Lipantitlan, garrisoned by Mexican soldiers at the beginning of the revolution. A company of settlers from San Patricio and neighboring colonies attacked and forced the surrender of this post in October, 1835, this following close on the battle of Gonzales. In consequence of these hostilities and the frontier position, the three delegates chosen by the municipality for the general consultation of 1835 did not arrive until the provisional government was in operation, and one of their number was chosen to a seat in the general council. The municipality had a representative in the convention of March, 1836.

At the census of 1850 San Patricio County had only 200 inhabitants. This meager population were engaged in pastoral pursuits, and outside the little settlement of San Patricio the county was almost uninhabited. The Irish Catholic Church was the only religious institution. David Ayers, who is called the most prominent Methodist layman in early Texas, arrived at San Patricio in 1834, and because he circulated testaments among the inhabitants is said to have been persecuted by the priest and finally driven from town.

The little community of Ingleside was established near the coast before the Civil war, and it supported an excellent school, which closed during the period of hostilities. Corpus Christi and Rockport, in adjoining counties, were the business centers for many years, and no important commercial development took place until the railroad era. In fact, the county was an immense pasture until comparatively recent years. In 1882 the area of the ranches varied from 30,000 to 130,000 acres each, and the assessment rolls show for that year about seventy thousand head

of live stock, principally cattle. San Patricio and Sharpsburg were the only towns.

The construction of the San Antonio & Aransas Pass Railroad was begun in 1885. That gave the county railroad transportation from the gulf toward San Antonio, and subsequently by connections with northern markets. Subsequently the branch of the same road from Skidmore was built through the western end of the county, and the Brownsville road was completed about 1905. After the construction of the original road the Town of Sinton was laid out as a railway station, near the center of the county, and it was subsequently voted as the county seat, depriving the old Town of San Patricio of that honor. The Town of Aransas Pass was also founded and quickly became the metropolis of the county. Aransas Pass is now on one of the deep water ports of the gulf, situated on one side of the pass, between that point and Harbor Island. In 1913 there was a navigable depth in the channel of 20.6 feet, and the total value of the commerce through this port for the preceding year was about three-quarters of a million dollars. While live stock is still the big business of the inhabitants, other interests have risen to importance. Truck farming is a profitable item, and considerable attention is given to grape culture. At the last census, of the total area of approximately 432,640 acres, only about 35,000 acres were "improved land." However, the number of farms was 470 as compared with 190 in the preceding decade. The stock interests were: cattle, 41,145; horses and mules, about 3,300; sheep, 2,359; and poultry, 13,730. The largest acreage was in cotton, 15,114; corn, 1,185 acres; hay and forage crops, 1,035; and kaffir corn, 967 acres.

The wealth of the county as estimated by assessment returns was in 1882, \$1,321,720, live stock making half of this total; in 1903, \$2,099,338; and in 1913, \$7,348,534.

Several important towns have developed along the railroad. In 1890 the towns of the county in order of population were: Aransas Pass, Sharpsburg, San Patricio, Sinton, Gregory and Portland. At the present time the more important towns are Sinton, Aransas Pass, Gregory, Mathis, San Patricio, Taft, Portland, Ingleside, St. Paul and Angelita.

WEBB COUNTY

In extent Webb County is one of the largest in the state, with an area of 2,060,160 acres, about four times the average size of a county in the more populous sections of the state. Outside of Laredo, which has always been the principal center of population and business, and the territory immediately tributary to the railroad and Rio Grande, there are immense tracts of country that are practically unoccupied, and at the last census it was estimated that only about half of the total area was employed for stock farming or agricultural purposes. Several of the largest individually owned bodies of ranch land in the state are found in this county. In spite of the immense area of the county, the census statistics do not indicate that the livestock business is as important here as in many smaller counties. The last census reported 44,035 cattle; 5,600 horses and mules; 2,629 sheep, and 10,143 goats. There were at that time 337 farms

in the county, and the total area of "improved land" was about seventeen thousand acres, of which about four thousand acres were under irrigation. The crop which affords the greatest revenue is vegetables, especially onions, and the Laredo district is one of the largest producers of the Texas Bermuda onion. In 1909 there was an acreage of 3,021 planted to cotton; the corn acreage was 437, and about 1,700 acres were planted to vegetables other than potatoes and sweet potatoes, the greater part in onions.

The Rio Grande flows along the western border of Webb County for a total distance of about one hundred and twenty-five miles. The eastern portion of the county, the section most suitable for grazing or agriculture, is practically level, and is one vast pasture. It is estimated that about 40,000 acres of the alluvial soil of the Rio Grande Valley is capable of cultivation. The average rainfall per annum is about eighteen inches, and in the northeastern part of the county the chief dependence for water is artesian wells. Irrigation farming is practiced chiefly along the Rio Grande, where it was reported in 1913 some twenty plants were in operation, covering a total of about 3,500 acres. The shipments of Bermuda onions from this section vary from 1,700 to 2,000 carloads a year, and are among the first on the market, and as a rule command the top prices. There are some valuable mineral deposits in the county. Up the river valley west of Laredo, at Minera and San Jose, are coal mines, and a natural gas field has been developed near Laredo, supplying fuel for factories and lighting.

For many years Laredo was a border town of Mexican population, almost completely isolated from the rest of the state. There were a few herders and ranchmen over the immense area back from the river, but the outlaw conditions which prevailed until nearly thirty years ago made settled population and permanent industry impossible. This isolation was first relieved in 1880 by the construction of what is now the Texas-Mexican Railway from Corpus Christi to Laredo. In the following year the line of the International & Great Northern was extended south from San Antonio, and these railways did more than anything else to make a business center of Laredo, and to encourage the development of the county on a stable basis.

The population of Webb County in 1870 was 2,615; in 1880, 5,273; in 1890, 14,842; in 1900, 21,851, and in 1910, 22,503. Of the total population at the last census nearly 15,000 were Mexicans. The progress of the county is also indicated in the assessment valuations. In 1870 property was assessed at \$418,616; in 1881, \$1,223,910; in 1903, \$4,615,153, and in 1913, \$7,980,413.

In 1880 the population of Laredo was estimated at nearly five thousand, comprising almost the entire population of the county. The population according to census returns in 1890 was 7,319; in 1900, 13,429, and in 1910, 14,855. Thus two-thirds of the population of the county is concentrated in that city. From the Town of Nye, north of Laredo, on the International & Great Northern, there has recently been constructed a line of railroad, known as the Rio Grande & Eagle Pass, the valley to the mining Town of Minera. In the eastern part of the county, along the Texas-Mexican, are several other towns.

The City of Laredo has a history covering more than one and a half centuries. During 1748-55, when Escandon undertook to conquer and establish the jurisdiction of Spain over the Rio Grande country, there were established more than twenty towns by Spaniards and converted Indian families. One of these settlements was Dolores, on the north side of the Rio Grande, at what is now Rio Grande City in Starr County. Of this settlement, Laredo, founded ten leagues further up the river in 1755, was an offshoot. Dolores was later abandoned while Laredo remained for a long time the only permanent settlement on the north side of the lower Rio Grande. The circumstances of the founding of Laredo were as follows: Thomas Sanchez, who belonged to the Colony of Dolores, in 1754 proposed to Escandon to bear the expense of forming a settlement in the region north of the river provided land should be furnished. Escandon favored the plan, but at first desired the settlement to be located on the Nueces River, which on investigation was found unsuitable. Then Captain Sanchez explained the ease with which a settlement could be formed "at ten leagues from Hacienda de Dolores up the river," and two leagues from a ford called Jacinto. Escandon agreed that Don Thomas "might settle where he had proposed, a town by the name of Laredo; allotted fifteen leagues of cattle pasture land for inhabitants, and conferred the title of Captain of the town upon the same Don Thomas. The latter, to carry out his scheme, took his family, with others, to the proposed place, and there made suitable huts for their dwellings."

Laredo was the first independent settlement in Texas. So far as it relied upon any sort of material subsidy, Captain Sanchez supplied that. There was no military garrison, and no mission, the priest to administer sacraments being brought on occasions from a distant settlement. Much of the early importance of Laredo was due to its location at a point on the Rio Grande where converged several main roads, one leading to the town of San Antonio and the other to La Bahía (Goliad).

During the latter part of the eighteenth century the Indians gave Laredo a wide berth and as a result the colonists engaged in stock raising and agriculture, filling the plains north of the Rio Grande with herds of cattle and horses. Considerable corn and vegetables were raised for home consumption, and altogether the colony was prosperous. The colonists made trips down the river to Matamoros, where they exchanged hides and other products for provisions. The settlers lived on friendly terms with the red men, and the quiet existence of the people of Laredo was undisturbed for many years.

In 1842 Laredo was for a short time occupied by General Somervell, in command of the Texas troops. In 1846 the town was again captured by Captain Gillespie of the Rangers when on his way to join General Taylor at the mouth of the river. In 1847 Laredo was again occupied by the soldiers of the United States under General Lamar. In 1849 the city leased to the United States Government 2,500 acres of land for a military post, part of which was outside the city limits. In 1858 the post was abandoned and the stores removed to Fort Brown. The old Fort McIntosh was built in 1850. In 1859 United States troops again took possession. On April 11, 1861, three companies of Confederates under Gen.

Santos Benavides took possession of the post, and the United States troops repaired to Fort Davis. Laredo remained in the possession of the Confederates until October 23, 1865, when Fort McIntosh was reoccupied by Federal troops. In 1868 work was begun on the building of a new post, but was suspended and not completed until 1877. Many improvements have since been added, and Fort McIntosh is one of the important border posts.

Laredo still retains many phases of its early years, but is also a modern city. Some of the most enterprising business men represent families that settled there a century or more ago. Others who are also regarded as pioneers of the modern town located in the early '80s, when the railroads relieved the isolation of the old border community. In addition to the two railroads which reached Laredo in 1880-81 from the Texas side, another line, now the Mexican National, was constructed about the same time, and this gave Laredo the title "the gateway to Mexico." Some aspects of Laredo in 1883 were described by a newspaper correspondent as follows: "The town is credited with a good old age. Its prevailing architecture is very plain—stone or sun-dried brick walls with a thatched roof. It glories in a police department, composed of Mexicans and Americans; a city government, the county building, which is a fine large brick structure; a good postoffice, dance hall, United States custom house, located in a small stone building near the river; street lamps at rare intervals, a few churches, two or three hotels, a small plaza or park, a market square and other adjuncts of a would-be city. * * * All the drinking water in Laredo is obtained from the Rio Grande by water carriers and sold about town at a bit a barrel."

In recent years Laredo has become possessed of the public spirit and enterprise typical of progressive American cities, and a great deal of money has been spent in the construction of public buildings and improvements and in the support of an adequate school system. About 1907 the public officials began the erection of a new courthouse and also provided for the erection of several fine school buildings. Besides its transportation facilities and its importance as a port for the international trade, the modern Laredo claims distinction as a center of the onion industry, on account of its coal and gas, and its general civic and business enterprise. In the way of public improvements should be mentioned the Federal Building, the courthouse and jail, city hall, city market house, system of public schools and two private schools, electric lighting system and street railway and waterworks. The city has three banks, four brick plants, two machine shops and a foundry, two ice factories, cotton gin, railway shops, tobacco plant, besides the usual quota of mercantile houses.

The origin of the Laredo onion industry is credited to Thomas C. Nye, who in 1898 bought land four miles north of Laredo, and was the first to establish and make a success of an onion farm, using the waters of the Rio Grande for irrigation. A station was established on the railroad near the farm and given the name Nye, and in 1906 more than five hundred carloads of Bermuda onions were shipped through that station. About the same time the Laredo Truck Growers' Association

was organized by representative business men, who brought about a systematic and highly successful handling of the annual onion product. As high as two thousand carloads of onions have been shipped from Laredo district in a single year.

NUECES COUNTY

Most of the statistics and description following pertain to the Nueces County as it existed up to the beginning of the present decade. From its area was taken the territory for the formation of Jim Wells County in 1911, and in 1913 for Kleberg County. By these subtractions the original area of 2,976 square miles was reduced to 1,108 square miles.

At one time the county was even larger. Nueces County was formed April 18, 1846, from that part of San Patricio County "lying between the Rio Grande and Nueces rivers," being bounded on the west by a line from Laredo to the junction of the Colorado and Frio rivers, thirty miles above the junction of the Frio and Nueces. This was the territory which was confirmed in the possession of Texas by the Mexican war, and after the treaty of Guadalupe-Hidalgo in 1848 several large counties were formed from Nueces. Corpus Christi was established as the county seat, and most of the settlements were in that vicinity. Even after the Rio Grande counties had been separated, Nueces was a kingdom in extent, and so remained until the creation of the two counties above mentioned.

In spite of its vast area the total population found at the census of 1850 was only 698. The cattlemen and their followers, many of them Mexicans, were practically the sole occupants both before the Civil war and for fifteen years afterward. Some of the immense ranches were not broken up until recent years, and the old King and Kennedy tracts and others originating from early times have been, in area, among the largest bodies of land individually owned in the United States. Nueces County was in that border region between the Nueces and Rio Grande in which the conditions commonly contributed by the writers of fiction to the southwestern cattle country were most nearly realized. Hostilities between the cattle men and Mexicans, Indians and outlaws, were almost continuous until the close of the decade of the '70s, and beyond the grazing of live stock there was no industry worthy of the name, and permanent development began only with the elimination of such conditions and the coming of railroads.

In 1879 the Corpus Christi, San Diego & Rio Grande, a narrow-gauge railroad, was built from Corpus Christi to San Diego, and later extended to Laredo. This railroad did much to bring about settled conditions, and was also a decided factor in the prosperity of Corpus Christi. In the early '90s a branch of the San Antonio and Aransas Pass was constructed from Skidmore to Alice, in what is now Jim Wells County, and was subsequently extended further south. The factor of greatest importance in the development of the coast country was the St. Louis, Brownsville & Mexico Railroad, known as the "Gulf Coast Line," completed in 1905.

Outside of the coast towns and especial interests and activities along the gulf, stock raising has always been the one great industry. During the decade of the '80s Nueces County was one of the largest sheep pastures in the state. In 1881 there were nearly 200,000 sheep, besides 85,000 cattle and 25,000 horses and mules. The sheep industry is no longer one of great importance, and the production of crops, especially cotton, vegetables and fruit, has increased in value with every successive year. Since the beginning of the century property values have increased 500 per cent, but that has been due less to the stock interests than the more substantial development of the varied resources of the county.

The following statistics pertain to the old county, before the separation of Wells and Kleberg counties: In 1870 the total population was 3,975; in 1880, 7,673 (two-thirds Mexicans); in 1890, 8,093; in 1900, 10,439 (577 negroes); in 1910, 21,955. The county still has a large element of Mexicans, estimated at about twenty-five per cent of the total in 1910. The emigration of northern colonists to this section has been especially rapid since the completion of the Brownsville road.



HIGH SCHOOL AT BEEVILLE

Figures for live stock and agricultural interests at the last census and covering the older county are as follows: The approximate land area of the old county was 1,456,000 acres, of which about 60,000 acres were "improved land." The number of farms were 945 as compared with 339 in 1900. The number of cattle at the last census was 106,984; horses and mules, about 12,000; hogs, 1,060; sheep, 2,857; goats, 3,510; and poultry, 22,716. The cotton acreage in 1909 was 21,256; hay and forage, 3,978 acres; corn, 2,857; while kafir corn was also a considerable crop. About 1,600 acres were devoted to trucking. The Texas Almanac for 1914 states that about 1,700 acres along the Nueces River are under irrigation, for the growing of onions, cabbage, beans and other truck.

The chief city of the county is Corpus Christi, the population of which was reported at the last census as 8,222, considerably more than a third of the total for the county. The Town of Corpus Christi was first incorporated in 1846, and it has long been one of the important towns of the coast. About 1860 the Corpus Christi Ship Channel Company undertook to open navigation between Aransas and Corpus Christi. After the war

it became one of the chief ports between Galveston and the Rio Grande. The exports were mostly cattle and their products. Several meat packeries were established on the bay. The exports in the coastwise trade in 1872 from Corpus Christi consisted for the most part of hides, horns, lead and wool. Most of the cattle and beef went through the Port of Rockport. The extension of railroads in other parts of the state caused a decline in the shipping commerce through this port. The construction of what is now a branch of the Texas Mexican Railway in 1879, previously noted, concentrated the commerce of a large back country district through Corpus Christi, and subsequent developments have maintained the prestige of the city. Its situation is probably the most pleasant of all coast towns, an advantage that has made it a popular resort in recent years. Beginning in the '80s the oyster and fish business has been a large commercial asset and that is the most profitable business of the inhabitants along the coast. While the shipping through the port has become relatively unimportant as a result of railroad competition, the progress of the town has been promoted in other ways. The tourist population alone contributes a revenue sufficient to support the activities of a large town. In 1890 the population was 4,387 and in 1900, 4,703, and in the following ten years population nearly doubled. The city has considerable importance as a wholesale and industrial center. In 1900 the only considerable center of population outside of Corpus Christi in the county was Alice, now the county seat of Jim Wells County. After the Brownsville road was constructed several other important towns sprang up, Robstown and Driscoll being within the limits of the present Nueces County, while Kingsville is the capital town of Kleberg County.

KLEBERG COUNTY

This county was created and organized in 1913 from a portion of Nueces County and named for Robert Kleberg. The county seat is Kingsville, which was established in the neighborhood of the old King cattle ranch, and which has become an important center since the building of the Brownsville Railroad. The area of the county is 1,012 square miles. The general survey of its development and its history is told generally in the sketch of Nueces County, and at the present time there are no official statistics pertaining to the present county division.

JIM WELLS COUNTY

As Jim Wells County was created from a portion of Nueces County in 1910 and organized in 1911, the general description and statistics concerning its earlier development are contained in the history of Nueces County.

The area of the county is 868 square miles, and the estimated population for the detached territory in 1910 was about 5,000. Alice, the county seat and chief city, had a population of 2,136 in 1910, and 1,011 in 1900. Other important towns are Sandia, Fremont, Alfred, Orange Grove and Magnolia.

The first railway was what is now the Texas-Mexican, a branch of the Mexican National, built between Corpus Christi and San Diego in 1879.

About twenty years ago a branch of the San Antonio and Aransas Pass was constructed from Skidmore to Alice, and a few years later on south to Falfurrias.

The following information is taken from the Texas Almanac for 1914: It is in the Artesian Belt and flows are secured at depths varying from 500 to 1,000 feet. The live stock interests form a large and important factor in the material wealth of the people. There are many large ranches on which thousands of head of fine bred cattle graze. Notwithstanding the importance of this industry there is a steady movement of farmers into the county, who are occupying the lands along the railroads and who are cultivating a large acreage of cotton, corn, forage crops, fruit and truck. Developing the artesian water supply is encouraging the fruit and truck lines, and winter gardening is both popular and profitable. Many farmers keep bees, the production of honey playing an important part in increasing the revenues of those thus engaged.

DUVAL COUNTY

Until recently Duval was one of the South Texas counties with an area of more than a million acres, over twice the average size of the counties in the more populous and better developed sections of the state. It formed a great block of territory co-extensive with the western boundary of the original Nueces County. From this original area of 1,887 square miles the southern part was detached in 1913 to make a new county known as Dunn, with 888 square miles. In the same year forty-nine square miles in the southwest corner of the original Duval was attached to the new County of Jim Hogg. The original Duval County had three important towns, San Diego, Benavides and Hebbronville. San Diego remains the county seat of Duval, as it has since the organization of the county. Benavides became the county seat of Dunn County, while Hebbronville was accorded a similar honor for Jim Hogg County.

The following brief survey of Duval County applies generally to the former territory, before the creation of the two recent counties. Duval was one of the counties created by the act of February 1, 1858, providing for a subdivision of unorganized territory in the counties of rectangular shape. It was named in honor of Capt. Burr H. Duval, who fell in the Goliad massacre. For nearly twenty years the county remained unorganized, being attached to adjoining counties for judicial purposes. The Texas Almanac for 1867, speaking collectively of Dimmit and Duval counties, said: "At present there are but four stock raisers in these counties, and a scant population is all they will ever probably have, unless they should be found to possess mineral wealth not now known to exist." Some mineral wealth has indeed since been discovered, in the form of petroleum, in 1903, at Piedras Pintas, and a limited production has been obtained, although the field has not been pronounced a commercial success.

Duval County was a scene of disturbance during the border troubles of the '70s. In a Mexican and Indian raid of 1878 the raiders committed murder and depredations at the Toribio, Soledad and Charco Escondido ranches in this county, while a company of United States cavalry was stationed at San Diego.

In 1878, the Corpus Christi, San Diego & Rio Grande Railroad (now

the Texas-Mexican), a narrow-gauge line, was completed from the gulf fifty-three miles to San Diego, and in 1880 extended through Duval County. A county government was organized about the same time, and it was as a result of the acquisition of railway facilities that the county had its chief development. In 1881 San Diego was the principal town, with Benavides, Concepcion and La Rosita, small villages. Duval County at that time was described as "one extended pasture, and, from the preponderance of the sheep interest, may properly be termed a great sheep walk. There are a few enclosed pastures, but the greater part is open range, and the whole is covered with luxuriant grasses." The county being without perennial streams, dependence has been placed on wells, and only a small per cent of the land has yet been brought under cultivation.

The population of the county in 1870 was 1,083; in 1880, 5,732; in 1890, 7,598; in 1900, 8,483; and in 1910, 8,964. San Diego has always been the chief center of population, estimated at between 1,500 and 2,000 for the past twenty years. Hebbronville was chiefly noted as a cattle shipping



HIDALGO COUNTY COURTHOUSE

point, and has now acquired the additional dignity of being a county seat. Benavides in Dunn County is also a railway point, and there are no towns of importance away from the railway, and the western and north-western sections of the original county are still almost a desert. A majority of the population have always been Mexican. In 1910 there were 2,235 of Mexican birth, and upwards of 3,000 inhabitants of Mexican parentage.

It is noteworthy that the original county, in spite of the preponderance of the live stock industry and of its vast comparative area, reported less cattle and other stock, according to the official statistics of the last census, than many counties smaller in area and claiming no special distinction in live stock production. The census enumerators in 1910 found 34,652 cattle; about 7,000 horses and mules; less than 2,000 sheep, and 7,297 goats, much attention having been given to the latter industry. Of the total area of 1,168,000 acres, about 42,000 acres had been reclaimed so as to be regarded "improved land." The chief crop was cotton, with an acreage in 1909 of 17,478, and the corn crop was 1,876 acres.

DUNN COUNTY

This county was created by the Legislature in 1913 with an area of 888 square miles. It was the southern portion of the original Duval County, and there are no official statistics concerning its population and industry. Its general description is contained in the account of the county from which it was detached.

WILLACY COUNTY

As one of the recently organized counties of Southern Texas little specific information can be given with regard to Willacy County aside from that contained in the sketch of Cameron and Hidalgo counties, from which its territory was taken.

Willacy County was created in 1910 and organized the following year. It is in the level coast area, and a considerable part of its area is sandy waste. Until the building of the St. Louis, Brownsville & Mexico Railroad in 1905 there was no development aside from the live stock interests, and no towns and a very limited permanent population. Along the railroad have since been founded the towns of Sarita, which is now the county seat, Mifflin, Turecotte, Catherine and Rudolph.

The following information is given by the Texas Almanac for 1914: "Most of the area is given over to vast pastures, which support many thousands of cattle. In some sections artesian water is secured and small tracts are irrigated. There are also a number of small farms, while it is becoming the practice of ranchers to grow a large acreage of feed stuffs, which is possible with a rainfall of twenty-five inches. Under irrigation many kinds of fruits and vegetables, as well as field crops, produce heavy yields. With further development of the water resources will come a greater demand for land at increased prices."

HIDALGO COUNTY

Lying west of Cameron County and with the Rio Grande its southern border, Hidalgo County's valley lands have supported a Mexican population for more than a century, but an account of its important development might be comprised within a period of ten years. Its economic progress is briefly indicated in the following figures: In 1870 the value of property as estimated by the assessors was \$264,478; in 1882, \$505,958; in 1903, \$2,445,037; in 1909, \$8,165,888; and in 1913, \$13,202,734. The last assessment was made after the original county had been greatly reduced in area by the creation of Willacy and Brooks counties on the north. Thus in the last ten years, property valuations increased nearly sixfold.

Hidalgo County, with the limits existing until 1910, was created from Cameron County in 1852. Before the Texas revolution all the country between the Nueces and the Rio Grande from the gulf to the road between Laredo and San Antonio comprised a part of the Mexican State of Tamaulipas. The valley of the Rio Grande was colonized by the Spaniards at the end of the eighteenth century, and all the lands along the

river were held under title grant by either Spain or Mexico. After the revolution Texas asserted claim as far as the Rio Grande, but that claim was not confirmed until the war of 1846-48, ending with the treaty of 1848.

On a map of Texas published more than fifty years ago, the region between the Nueces and Rio Grande was designated as a wilderness, occupied only by "droves of wild horses." Mexicans and some Americans used the vast prairies as cattle and sheep range, and until recent years this pursuit was the sole productive industry except in the lands immediately bordering the Rio Grande. Drouths often destroyed the crops of the valley, and irrigation on a small scale was employed by the Mexican residents. One of the old settlements on the Rio Grande in Hidalgo County was Edinburg, opposite the Mexican Town of Reynosa. Subsequently the identity of that town was merged with that of Hidalgo, which for many years was the county seat. Outside of those settlements there was no population except that engaged in the pastoral industry. The Fal de Rey, a salt lake, located in the county, in early times supplied large quantities of salt to all the settlements of the Rio Grande Valley.

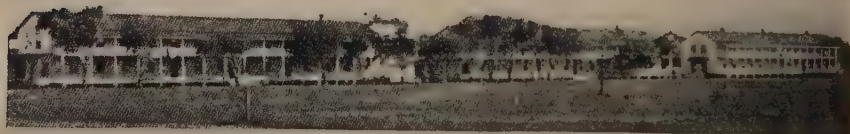
The county was the scene of the border troubles described elsewhere, and as late as 1880 it was estimated that 90 per cent of the white population were Mexicans. At that time only about 1,800 acres of valley lands were in cultivation, while back from the river stock raising was the chief source of wealth, and the lands were a vast open range, unfenced and only to a small extent owned under individual title. The assessment rolls for 1881 showed about 17,000 cattle, 16,000 horses and mules, and 24,000 sheep. Numerically the livestock of the county gradually decreased, but by substitution of good stock for the old native variety its value has risen. At the last federal census the following figures represented the livestock of the county, while it still included portions of the new counties above named: Cattle, 49,121; horses and mules, about 6,500; sheep, 3,634, and goats, 8,011. At the beginning of the decade of the '80s schools in the county were few and poorly supported, and there was but one church, a Catholic.

There were no railroads in the county until the present century, and the era of prosperity and development began about fifteen years ago. About 1901 a large amount of capital and enterprise were directed to the lands along the Rio Grande, the waters of which were pumped out into an extensive network of irrigation ditches, and the production of crops up to that time which had depended upon the irregular rainfall or the crude irrigation plants became a permanent resource. The raising of cotton, a great variety of vegetables, tropical fruits, and, more recently, sugar cane, has brought wealth to this section. In 1909 it was estimated that about two million dollars were invested in irrigation plants in the county. In the statistics of irrigation furnished by the last Federal census, out of a total of 677 farms in 1910, 278 employed irrigation. The approximate land area of the county at that time was 1,456,640 acres, of which about 31,000 acres were classified as "improved land," and about 21,000 acres were under irrigation in 1909. Practically all the water used was taken from the river by pumping into the ditches and reservoirs. Since then the irrigation system has been greatly extended, and the Texas Almanac for 1914 states that about 200,000 acres of valley lands are sus-

ceptible of irrigation, and about 55,000 acres were in cultivation in 1913. The acreage devoted to the principal crops, according to the figures of the last census, was: Cotton, 3,334; corn, 1,682; hay and forage crops, 1,301, and vegetables, not including potatoes or sweet potatoes, about 1,500 acres. Much attention has also been given to the cultivation of tropical fruits, chiefly figs.

In 1870 the population of the county was 2,387; in 1880, 4,347; in 1890, 6,534; in 1900, 6,837, and in 1910, 13,728. Thus the population doubled in the first ten years of the century. Up to that time the Mexicans constituted a large majority, and at the last census there were nearly 8,000 residents of that nationality.

About 1905 what is now the Hidalgo branch of the St. Louis, Brownsville & Mexico Railroad was built through the south end of the county to Sam Fordyce. Rapid growth of towns along this route has followed, and the tributary country received a large share of the immigration and capital that go to South Texas. Along this railroad are a number of towns, developed under modern enterprise and each one the center of a district that furnishes each year many carloads of vegetables, cotton, fruit and livestock to outside markets. One of these is the metropolis of the county, Mercedes, which in 1910 had a population of 1,209. Along the same road are McAllen, Mission, San Juan and Sam Fordyce. Mer-



FORT BROWN, CAMERON COUNTY

cedes claims many advantages, all introduced within five years. It was laid out with fine streets, fine parks, has a restriction against saloons operating for fifteen years, has electric lights, waterworks and a public library. Its chief resource is the system of irrigation, construction of the main canal having begun in 1906. Besides cotton and vegetables, the town also takes pride in the fine stock raised in that vicinity. The Town of Donna, west of Mercedes, also claims modern municipal conveniences, and its two cotton gins and a sugar mill indicate the direction of agricultural enterprise in that vicinity.

About five years ago D. B. Chapin, one of the leaders in the enterprise that is developing this section, began the construction of a short line of railroad, called the San Antonio & Rio Grande, from a point on the Brownsville road known as Ebenezer to the new town of Chapin. Ebenezer has since been renamed San Juan, and after the citizens of the county had voted in favor of Chapin as the county seat the name of the old settlement in the Rio Grande Valley was revived as a more appropriate title for the seat of justice. A handsome courthouse was built at Edinburg, and in less than five years a site formerly covered with mesquite has been developed into a considerable town. San Juan, at the junction of two railroad lines, claims first distinction as a center of the sugar industry

in the Rio Grande Valley. The first sugar mill erected in the valley was located there, and more than ten years ago sugar cane produced in that locality won the gold medal at the St. Louis Exposition.

STARR COUNTY

At the last Federal census there were few counties in the state possessing greater numbers of livestock than Starr. That has been the primary occupation and source of wealth to the inhabitants from the beginning of settlement, and the industry has maintained its original prestige here to a greater degree than in many other South Texas counties formerly notable for their stock ranches. The figures representing the livestock interests, as taken from the report of the last census, are: Cattle, 82,207; horses and mules, about 12,400; sheep, 8,942, and goats, 21,875. Starr County has been one of the chief centers of the Texas goat industry.

Since the last census a considerable portion of Starr County's northern territory has been detached in the creation of the new counties of Brooks and Jim Hogg.

Under its original area Starr County was created February 10, 1848. The chief points of early settlement were Rio Grande City and Roma, which are still the principal towns. Opposite Roma was the Mexican town of Mier, which was the objective point of the Mier expedition in 1842. The Texas Almanac for 1859 furnishes some data concerning the county: The livestock interests in 1857 were estimated at 650 horses, 6,000 cattle and 50,000 sheep and goats. The writer of the article referred to the smuggling over the border of about one-fourth of the trade. The population was said to be about nine-tenths Mexican, engaged in agriculture and stock raising. Three-fourths of the Americans were said to be traders and merchants, and the other fourth gamblers and black-legs. All goods were sent up and down the river by steamboat and barge. Six bales of cotton were raised in the county in 1858.

Except for a gradual increase of population and the use of more and more of the vast prairies by the stockmen, the county exhibited few changes for successive decades. Agriculture has always been confined to the Rio Grande Valley, where irrigation has been introduced on a small scale. In 1910 there were 918 farms in the county, as compared with 382 at the preceding census. Of these twenty-six employed irrigation, covering a total of 744 acres. Of the total area of the county other than said, 1,712,000 acres, about 35,000 acres were classified as "improved land." The chief crops enumerated in the census were cotton, with an acreage of 14,339; and corn, with 2,825 acres. The following description, taken from the latest (1914) Texas Almanac, furnishes a survey of the county's characteristics and development: "A low chain of hills traverses the county nearly parallel to the ancient course of the Rio Grande. From the line of Zapata county down to Roma they are very close to the river. Below Roma the hills recede, leaving a wide valley, until Rio Grande City is reached, where they again touch the river. Just below Rio Grande City they recede again, leaving a still broader valley that reached to the edge of the county. It is estimated that these valleys contain 30,000 acres of irrigable land, about 500 of which are in cultivation.

The hills are about fifteen miles wide and of little value except for grazing purposes. North of the hills is the Mesa or table land, covered with scattered mesquite timber and excellent grass. Above this is a sandy plain, also good grazing land. The rainfall will approximate twenty-five inches per annum. Cattle raising industry, outside of the irrigated district, takes precedent over all others. Truck and fruit growing in the irrigated sections are becoming important revenue producers."

The population of Starr County in 1858 was estimated at 2,764; at the census of 1870, 4,154; in 1880, 8,304 (75 per cent Mexicans and 211 negroes); in 1890, 10,749; in 1900, 11,469, and in 1910, 13,151. About a half the total population at the last census were Mexicans.

The economic progress of the county during the last forty years is indicated by the following figures representing assessed values: In 1870, \$655,366; in 1882, \$1,672,814; in 1903, \$2,319,404; in 1909, \$4,350,715, and in 1913, after the formation of the new counties above mentioned, \$2,564,515. The county has no railroads, but a branch of the St. Louis, Brownsville & Mexico reaches the eastern edge of the county on the river at Sam Fordyce.

BROOKS COUNTY

This county was created and organized in 1911 from portions of Hidalgo, Starr and Zapata counties. Its area at the time was 1,964 square miles, but in 1913 the western half was detached to form a portion of Jim Hogg County. The county seat is Falfurrias, which for ten years has been the southern end of the San Antonio & Aransas Pass Railroad running from Skidmore. This is also the only town of any importance in the county.

Aside from the above facts the following paragraph taken from the Texas Almanac for 1914 will indicate the chief points in the county's economic development: "A large area is entirely devoted to livestock raising or ranches. There are many large herds of well-bred stock, the old-time Texas animals disappearing from the ranges several years ago. In the vicinity of Falfurrias the dairy industry and the breeding of dairy animals is prominent. One of the largest herds of pure-bred Jersey cattle in the United States is found on the ranch of Ed C. Lasater. Soils and climate, where irrigation is possible, favor fruit and truck growing, and this industry gives promise of attaining large and profitable proportions."

JIM HOGG COUNTY

The area comprised in this new South Texas county was taken in 1913 from portions of Brooks and Duval counties, and formerly was chiefly in Starr and Zapata counties. The county was named for former Gov. Jim Hogg. Almost the entire scope of the county is grazing land, and it was for the purpose of giving the county a railroad that the forty-seven square miles at the north end was taken from Duval County. In that small area is located the old Town of Hebbbronville, formerly of Duval County, and now the county seat. Through that section runs the Texas-Mexican Railway, and most of the population is concentrated in the

vicinity. Livestock is practically the only resource, but there are no statistics relative to the county as a whole.

ZAPATA COUNTY

This county named for Col. Antonio Zapata, was formed and organized in 1858. Its topography is nearly a level plain, and the Rio Grande along its southwest border is the only water course and the only agricultural development is in that valley. It is pre-eminently a stock raising country, has no railroads, and its population from early times has been largely Mexican.

A brief reference to the county is contained in the Texas Almanac for 1867, as follows: The county seat is Carriza, which is on the Rio Grande, where considerable trading was done before the war. This county is very sparsely settled, and is chiefly adapted to grazing. Like most of the counties bordering on the Rio Grande, but little can be said beyond its being a frontier county, subject to occasional raids from Indians and Mexicans and only suited to those who are willing to live where they are subject to such occurrences.



RAILWAY STATION GROUNDS, KINGSVILLE

The population of the county has been about stationary for thirty or forty years. In 1870 it was 1,488; in 1880, 3,636; in 1890, 3,562; in 1900, 4,760, and in 1910, 3,809. At the last census about 3,000 of the inhabitants were Mexicans.

Thirty years ago the chief livestock interests were sheep and goats, and while it is still one of the important centers for the goat industry, cattle is now the chief resource. The live statistics for 1882, as indicated by assessment returns, were: Cattle, 7,318; horses and mules, 6,697; sheep, 87,325, and goats, 11,655. At the last federal census there were found: Cattle, 27,410; horses and mules, about 3,600; sheep, 3,811, and goats, 12,781.

At the last census there were 297 farms in the county. The total area at that time was 824,320 acres, of which about 80,000 acres were included in farms, but only 7,000 acres classified as "improved land." Cotton was the chief crop, with 2,551 acres; and corn, 2,011 acres. In 1879 there was a small production of sugar and molasses in the valley lands, but that has always been a very small crop. There is practically no irrigation enterprise, and farming has been conducted on a limited scale. The old county seat of Carriza has since been named Zapata, but the chief set-

tlement is at San Ignacio. The assessed values of property in the county in 1870 were \$217,032; in 1882, \$745,240; in 1903, \$1,082,200, and in 1913, \$1,156,818.

BRAZORIA COUNTY

Perhaps no section of Texas has more landmarks and associations with early history than Brazoria County. Its area was included within the grant of the Austin colony, and settlement began early in the decade of the '20s. The Brazos River was the gateway by which immigration and commerce came to Texas by sea, and the prestige of such ports and towns as Velasco, Brazoria and Columbia is easily understood.

The municipality of Brazoria was created from the southern portion of the municipality of Austin by act of May 1, 1832, with the town of Brazoria as the capital. Some of its extensive territory went to the municipality of Matagorda in 1834, and in the same year other legislation directed the removal of the capital to Columbia and a change of name to municipality of Columbia. The provisional government of 1835 restored the old name and changed the capital to Brazoria. An act of the republic on December 20, 1836, fixed the name Brazoria as the county designation. The county limits have been practically unchanged since the creation of Fort Bend County in December, 1837, and of Galveston County in May, 1838. The Congress on December 14, 1837, settled the county-seat contest between Brazoria and Columbia in favor of the former. Columbia, Velasco and Brazoria were all incorporated as towns by the congress of the republic in 1837.

The climax of Columbia's greatness came when the first Texas Congress held its sessions there in the closing months of 1836. As the first capital it will always have an interest for Texans. At the seat of justice for more than half a century, Brazoria has its chief claim in local history. Its commercial importance was chiefly due to that fact and to its position on the river, and less than ten years ago became connected with the outside world by railroad.

Of the three original towns Velasco has best held its own through the changing conditions of fourscore years. It came into nominal existence with the establishment of the Mexican port and custom house in 1831; in 1832 it was the scene of a battle which opened the war between Texas and Mexico; it was a rendezvous for Texas troops during the Revolution, and was made a port of entry by the provisional government; Santa Anna signed the treaties of May, 1836, there, and the old town has many other associations with early history. During the Civil war the river was fortified at that point.

It is claimed that the richest alluvial lands of Texas lie in the valleys of this county. The lands along the Brazos, Chocolate Bayou, San Bernard, Oyster River and Caney Creek, the principal streams of the county, were highly esteemed and sought by the early settlers. Before the war Brazoria County had some of the largest and most prosperous plantations in the state, and the social and industrial life was that of the distinctly southern plantation community. Brazoria was the

county town, Columbia the railroad point, and Velasco was the seaport; but town life was subordinate to that around each of the big plantation centers. With the aid of a large slave population, the planters had made this county the principal sugar-producing section of Texas. Three-fourths of the state's sugar in 1857 was credited to this county. Before the war the county produced on the average seven thousand to eight thousand hogsheads of sugar annually, but in 1869 the yield had fallen to 1,100 hogsheads. Since that time a gradual revival of the industry has taken place. Oranges and lemons and other fruits were extensively grown before the war.

From the paralysis wrought by the war the county recovered more slowly than many others, and the richness of the lands was comparatively neglected until recent years. Besides the general immigration and investment of outside capital which have brought about development here as in other sections, several special factors have contributed to the prosperity of this county. Owing to the favorable topographical conditions, the county became one of the chief centers for rice culture. At the same time sugar cane and other special crops have been cultivated in growing volume. More important still is the organized enterprise for drainage of the alluvial valley lands. Under the law permitting the organization of drainage districts, eight such districts have already been formed and have ditches that reclaim between three hundred thousand and four hundred thousand acres. These systems are being extended, and an untold wealth of latent resources will thus be developed. Immense tracts of the bottom lands are still covered with a wilderness of live-oak and other forest growth, and by clearing and drainage the area of cultivation will be enlarged for many years to come.

For a number of years the bulk of the products of the river valleys was floated down to deep-sea ships at Velasco or around to Galveston. About 1860 the intercoastal canal from Velasco into West Bay was completed, diverting a larger share of the trade to Galveston. In 1861 the Houston Tap & Brazoria Railroad was completed to Columbia. This was called the "sugar road," having been built principally by the planters, and it served to carry the rich produce of this vicinity to Houston markets. The next railroad was the Santa Fé, from Galveston to Richmond, completed in 1878. About 1884 the Houston branch of this road was built from Alvin. In 1905 the St. Louis, Brownsville & Mexico gave railroad facilities to much of the county formerly isolated, the old town of Brazoria being a station on that line. About twenty-five years ago the Velasco, Brazos & Northern was built and absorbed by the I. & G. N. There is also the State Farm Railroad.

In the early '80s Columbia was the largest town, followed by Brazoria, Velasco, Quintana, Sandy Point and Liverpool. After the building of the Houston branch of the Santa Fé, Alvin grew rapidly and is now the metropolis of the county. For a number of years it has been noted as one of the chief shipping points for fruits and vegetables in the state. Some very large fruit-growing enterprises are located in that vicinity. After the construction of the Velasco Terminal Railroad, the town of Angleton was laid out, and because of its superior location was a few years later voted the county seat. In recent years other points of settlement and trade have developed in addition to those

mentioned, including Manvel, Anchor, Pearland, Danbury and Freeport. Freeport, near the mouth of the Brazos, has been promoted as a deep-water port and is in the vicinity of the sulphur deposits which are now being exploited by outside capital. About 1880 the Government began improving the mouth of the Brazos, and the completion of the jetties in 1904 gave twenty feet of water in the harbor of Velasco and Quintana. These places, besides their popularity as resorts, have a commercial resource in the fish and oyster industry. The county also has a place in Texas oil statistics, small fields having been developed at Haskins Mound, Kizer Mound and Bryan Heights.

Brazoria County in 1850 had a population of 1,329 whites and 3,507 negroes; in 1870 the total population was 7,527; for 1880, 9,774 (three-fourths negro); in 1890, 11,506; in 1900, 14,861 (8,219 negroes); and in 1910, 13,299 (6,237 negroes). Assessment values have grown as follows: In 1870, \$1,746,182; in 1881, \$2,365,327; in 1903, \$6,280,780; and in 1913, \$18,346,755.

At the last census there were 1,685 farms as compared with 1,721 in 1900. Of the total area of 857,600 acres, considerable less than a third, or 248,512 acres, were occupied as farms, and the amount of "improved land" was about 72,000 acres. Livestock statistics: Cattle, 49,927; horses and mules, about 7,700; hogs, 9,916; and poultry, 47,762. The crops were: Corn, 16,404 acres; cotton, 7,273 acres; hay and forage, 6,942 acres; rice, 1,262 acres; sugar cane, 2,037 acres; besides considerable acreage in oats, wheat, potatoes and sweet potatoes. The number of trees in orchard fruits were 21,481; tropical fruits, 49,096.

FORT BEND COUNTY

In natural richness of its soil and latent possibilities of productive wealth, there is no section of Texas superior to the Lower Brazos Valley. But until recent years the enterprise and capital of the settler and investor have preferred those regions where returns are more immediate and involve less time and labor in development work. The Brazos River bisects Fort Bend County, while the San Bernard River constitutes its western boundary, and Oyster Creek is the other principal tributary. Thus a large portion of the county consists of bottom-land, with a deep alluvial soil. The county was originally covered with a heavy growth of timber, comprising over fifty distinct varieties of trees. This luxuriant and almost tropical vegetation, and the periodical overflow from the rivers, have been two of the chief obstacles interfering with early development of agricultural resources. Drainage of the lowlands, and a proper system of levees to protect them against overflow, are the most important needs of the county, and plans have been made to bring about this great improvement.

This was one of the early counties of the Texas Republic, and its settlement and development began fully ninety years ago. In 1821 a company of fifteen or twenty persons, headed by William Little and members of the Austin Colony, were directed to enter the Brazos River and commence a settlement at some eligible place on its banks. They stopped where Richmond now is. The double log house which they built was named the Fort, a small cannon having been mounted on wheels and stationed in the passage connecting the two rooms. This

"Fort" and the circumstance of its location on a wide bend of the river, was the origin of the name "Fort Settlement," or "Fort Bend Settlement," by which the locality was known up to the Revolution. It was here that Santa Anna transported his army over the Brazos on his way to San Jacinto. Another point to which settlers came before the Revolution was Stafford's Point, where some prominent families located.

Fort Bend was among the first counties created by the Texas Congress from the original counties or municipalities of the Republic. The act creating the county and providing for its organization was passed December 29, 1837. Richmond had already been incorporated and became the county seat.

The majority of first settlers were large planters, and extended their activities over the rich lands along the Brazos, the San Bernard and Oyster Creek. Up to the time of the Civil war practically all the cultivated land was in large plantations, and even at the present time most of the agricultural land of the county is held in large tracts. According to some statistics found in an old Texas almanac, in 1858 the cotton acreage was about 12,500, while 690 acres were in sugar cane. These crops, with the raising of live stock on prairie ranges, constituted the staple resources of the county, and practically all labor was done by negroes. The white population of the county in 1850 was only 975, while the number of negroes was 1,554. That it was one of the most productive regions of the state is indicated by the early efforts made by the business communities of Houston and Galveston to secure its trade. The first Texas Railroad, the Buffalo Bayou, Brazos & Colorado, constructed directly through this rich territory, was completed to Richmond in 1855 and extended on to Alleyton opposite Columbus in 1860. This is now a portion of the main line of the Southern Pacific. Besides this first railroad, the Houston Tap & Brazoria was built through the southeastern edge of the county by 1860. The county was therefore among the first to profit by railroad facilities, and Richmond, being the terminus of the road four or five years, became the market town and shipping point for a large territory west of the Brazos and to the limits of settlement on the Colorado.

No part of Texas suffered so much from the war as the rich plantation districts along the Brazos and Colorado rivers. A few years after the war it was stated that the freeing of the slaves had destroyed more than half the labor on which the planters had depended, and as a consequence thousands of acres had been thrown out of cultivation in all the lower counties. But in the general progress of the state since that time Fort Bend County has had a gradual development, and with the introduction of new crops, the utilization of outside capital and improved methods, and with the influx of the small farmer and the intensive methods of cultivation, the county has much to show for the past fifty years, though it still presents splendid opportunities for the investment of both capital and enterprise.

While stock raising has from early years continued to be the largest single industry, diversified agriculture has made important progress since the beginning of the present century. Cotton, corn and cane are regarded as the principal crops, but rice has also been cultivated on a

large acreage, the fields being irrigated from the rivers and from wells. An important item in the general aggregate of crops is now the minor forage crop and truck. Richmond is only thirty miles from Houston, with ample railroad facilities and a shell pike highway the entire distance, and this has already brought about the development of vegetable and fruit growing, which must eventually assume large proportions.

Cotton has always been one of the staple crops. The county is now the principal center of the Texas sugar industry. Before the war Brazoria County grew more cane than all the other counties of the state combined, but recent statistics show that Fort Bend now leads the other counties in acreage. In 1880 Brazoria County was credited with 3,358 acres in sugar cane, while Fort Bend had an acreage of 1,738. The census of 1910 gave Brazoria County an acreage of a little over two thousand in sugar cane, while Fort Bend County had 6,775 acres, producing more than ninety thousand tons of cane. Of the thirteen sugar mills in Texas in 1910, four were in Fort Bend County. At Sugarland is the only refinery in the state, and one of the most improved in the South. The beginning of sugar cane culture in the county was made in 1840 on the old Williams plantation, and the first sugar mill was operated by horse power. It was the Cunningham interests that did most for the development of the local sugar industry, and Colonel Cunningham established a refinery and built a railroad to serve the especial purposes of the industry. A considerable part of the labor employed in producing the cane and cotton crops of the county is performed by the state convicts and according to a report for 1913 about six hundred state prisoners were employed in the county, the greater part near Richmond and the remainder at Fulshear.

Fort Bend County now has the service of half a dozen railways, including the main line of the Southern Pacific, the Gulf, Colorado & Santa Fé, the San Antonio & Aransas Pass, the Missouri, Kansas & Texas, the International & Great Northern, the New York, Texas & Mexican, and the Sugarland Road. Besides the first two roads already mentioned, the Santa Fé was built out from Galveston, beginning in the '70s, and trains began operating into Richmond in October, 1878. In 1880, the New York, Texas & Mexican Railway was chartered, and the line from Rosenberg to Victoria was completed in 1882, that being also a branch of the Southern Pacific line. About 1890 the San Antonio & Aransas Pass from Eagle Lake to Houston was extended through the north side of the county. The Sugarland Railroad, between Sugarland and Arcola, was built by the Cunningham sugar interests, and runs through the cotton and the cane plantations bordering Oyster Creek.

With the building of railroads many shipping points were established over the county. The chief towns in population and business activities were Richmond and Rosenberg. Richmond in 1858 was credited with a population of 512, in 1890, 993, in 1900, 1,187, and in 1910, 1,371. Rosenberg, starting as a railroad town, had a population estimated at a little over two hundred in 1890, and has since grown into a flourishing small town. Other important towns are Fulshear, Sugarland, Brazoria City, Thompson, Needville, Beasley and Orchard.

Population statistics of the county: In 1870, 7,114; in 1880, 9,380 (7,508 negroes); in 1890, 10,586 (8,981 negroes); in 1900, 16,538 (10,814

negroes); and in 1910, 18,168 (11,422 negroes). The growth of the county is more strikingly illustrated by a comparison of assessed values of property: In 1870, \$1,288,488; in 1882, \$3,470,608; in 1903, \$5,828,720; and in 1913, \$14,903,443.

According to the figures supplied by the last census, of a total approximate land area of 506,880 acres, Fort Bend County had 309,654 acres occupied by farms, with about 140,000 acres in "improved land." The census for live stock was: cattle, 40,602; horses and mules, about 12,500; hogs, 15,424; and poultry, 83,449. The largest acreage in crops was taken up by cotton, 48,083 acres; corn, 37,871 acres; rice, 6,727 acres. The acreage in hay and forage crops was 6,329, while potatoes, 1,277 acres, also supplied a considerable item in the total crops. Comparatively little attention has been given in this county to the growing of fruit although the interest in that industry is increasing. An important factor is the dairy industry, and two creameries are operated at Richmond and Rosenberg. A gas well has been developed near Thompson, and furnishes light and fuel for that town. It should also be mentioned in conclusion, that Fort Bend County has issued bonds to the amount of \$25,000 for the construction of good roads.

MATAGORDA COUNTY

One of the oldest centers of civilization in Texas, Matagorda County, is strikingly modern in its economic development. Since the beginning of the present century it has more than doubled in population, while its property values have increased four or five fold. While its situation made it a favored point for the earliest settlement of Texas, later developments tended in other directions, while the economic changes brought about by the war and the absence of railroad facilities in the county until the present century caused its great resources to remain practically untouched for almost seventy years.

The municipality of Matagorda was created during the Mexican régime in 1834, and its territory comprised the southeast corner of the original Austin grants. The western portion was taken in December, 1835, to form the municipality of Jackson, and after the creation of Wharton County in 1846 the limits of Matagorda County were fixed in their present form. The municipality was organized as a county after the establishment of the Republic, and the Town of Matagorda, which was incorporated in 1837, became the county seat. A custom house had been established at Matagorda about 1831, and it seems to have been maintained throughout the troubled period leading to the Revolution, the collections of the port being the chief reliance of the Mexican garrisons at Goliad and San Antonio. Matagorda is at the mouth of the Colorado, thirty miles from Pass Cavallo, the entrance to Matagorda Bay, and while not so accessible a port as Galveston, Velasco and Lavaca, its importance increased with the settlement of the country behind it in the Colorado Valley.

The bottom lands of the Colorado and Caney rivers early acquired the reputation of being the richest in the state, and that reputation is still maintained, the chief reason for lack of development being the physical difficulties of proper drainage and the amount of capital

required for bringing the land under full cultivation. Before the Civil war some of the largest cotton and sugar plantations were located in that section. The luxuriant grasses of the prairies likewise made this county one of the best cattle countries, and the shipment of beeves from the coast was a thriving industry. The industrial system before the war was typical of the old southern order. In 1850 the white population of the county was 913, while the number of slaves was 1,208. Society was also of the southern type. The author of "Braman's Texas" was a resident of Matagorda, and, writing in 1857, he says the inhabitants "rank high in the social scale, on the score of morality, hospitality and intellectual endowments; they are also very fashionable in their attire and habits, and in religion are generally Episcopalians." Matagorda was one of the first points in Texas to receive attention from the Episcopal Church.

After the war occurred many changes. Land values declined, largely due to the emancipation of labor. Matagorda lost its place as a port in the rivalry with Lavaca and Indianola, and the construction of railroads to the Brazos also tended to divert business in other directions. Stock raising increased in importance after the war, while sugar and cotton declined. In 1882 there were estimated to be about 90,000 head of stock in the county, but in subsequent years diversified agriculture as an industry has assumed greater relative importance.

During the last half of the century business activities of the people were largely pastoral, and the county had few towns, little commerce and a relatively meagre population. The old Town of Matagorda experienced many vicissitudes, and retained its prestige largely as the county seat. In 1854 it had been almost destroyed by a storm, but had about six hundred people before the war. There were two other centers of settlement, Tres Palacios and Caney, Tres Palacios having some importance as a shipping port.

The census figures indicate one phase in the growth of the county to the present time. Until the last twenty years the population was not over three or four thousand, with the greater part negroes. In 1870 the total population was 3,377; in 1880, 3,940 (2,524 negroes); in 1890, 3,985; in 1900, 6,097 (3,791 negroes); and in 1910, 13,594. The rapid increase of population since the beginning of the century has been accompanied by an even greater development of wealth and resources. Perhaps no other county in the older settled sections of Texas exhibits greater development in agriculture and its attendant activities than Matagorda. One illustration of this is found in the comparison of assessed values of property. The taxable wealth of the county in 1870 was \$808,853; in 1882, \$1,750,045; in 1903, after the era of growth had well started, \$4,725,945; and in 1913, \$16,172,645.

The opening up of the county by railroad transportation, the introduction of the rice crop, with a general influx of settlers and diversified development along all lines, have been the chief factors in the county's modern prosperity. For many years commerce found its outlet by sea, and during the '80s, the Morgan steamship line had a regular station at Palacios, while lighters carried freight down the bay from Matagorda to deep water. The first railroad in the county was the Cane Belt Railroad, now part of the Santa Fé system. Construction was begun at

Eagle Lake in 1898 and continued south until the completion of the road to Bay City in 1901, after which it was extended to Matagorda. The New York, Texas & Mexico line (Southern Pacific) from Wharton to Van Vleck was completed in 1901, and was later built down the Caney River to Hawkinsville, and another branch to Palacios. In 1905 the St. Louis, Brownsville & Mexico was completed through the county from west to east.

Matagorda County is mostly level prairie, with a slight slope toward the Gulf. The eastern border is formed by Caney River, while Tres Palacios River crosses the western side of the county, and through the central area flows the Colorado. In a description of the county in 1882 was discussed the advantage in cutting a canal from the bay to the



SUGAR CANE AT WHARTON

Colorado River above the rafts that obstruct its mouth, thus opening the navigation of that stream for commercial traffic. This raft, of sunken driftwood, had been in existence since the early days of the Republic, and it was often proposed to remove the obstruction, an appropriation of state money having been made for that purpose in 1856. The raft had produced a reservoir of river waters, and while the condition formerly retarded the development of large areas besides interfering with possible navigation, it has since been made the chief factor in producing one of the most profitable crops of Matagorda County. The waters, dammed up in this way, were turned upon the rice fields. Rice growing first became commercially important in Matagorda County in 1900, when 600 acres were in cultivation. By 1903, 40,000 acres were

growing rice, and the value of the crop that year was estimated at \$1,500,000. By 1910 the acreage was above fifty thousand. But the abundance of water for the canals in irrigating the rice fields and the almost perfectly level surface so important in bringing about development of the rice industry, have at the same time retarded other agricultural developments. In order to secure artificial drainage four drainage districts, covering 240,000 acres, have been organized and put into operation, and bonds to the value of more than half a million dollars were issued to pay for these improvements. Other drainage districts have been planned. Near Bay City a large dyke has been constructed along the Colorado River to conserve a large acreage from overflow. Thus while some 75,000 acres have been placed under irrigation for rice, several times that amount has been redeemed by drainage and levee construction from superabundant moisture.

The growing of corn, cotton, cane, forage crops, fruit and vegetables, is rising each year in the scale of value. Along the coast the fish and oyster industry has for a number of years been a large resource, while the county is also included in those that contribute petroleum. There are two fields, one at Markham and the other at Big Hill, and in 1911 Matagorda County was credited with over half a million barrels produced in these fields.

The increase of commerce following the building of railroads is well illustrated by the towns of the county. In 1890 Matagorda and Caney were still the only towns of sufficient importance to deserve separate mention and they had for twenty years practically the only postoffices in the county. In 1900, besides these two another small village had sprung up, known as Bay City. Since then, as the junction point of all three lines of railroad, Bay City has become the metropolis of the county and one of the most flourishing towns along the Gulf coast. Situated on the prairie lands east of the Colorado and among the rice fields, it was founded in the '90s, and in 1900 had less than five hundred population. The county seat was removed from Matagorda to the new town, and the railroads and the development of the surrounding country have accelerated its growth so that its population according to the census of 1910 was 3,156. It has elevators and rice milling establishments, and a large portion of the annual rice crop is marketed there and prepared in the mills for shipment to eastern and northern centers and also for foreign export. In its civic enterprise Bay City is in advance of many older cities of the state. Besides Palacios and Matagorda other towns that have developed since the beginning of the present century are College Port, Markham and Blessing.

Some statistics as to Matagorda County farm lands and crops are supplied by the figures of the last census. In 1910 there were 1,116 farms as compared with only 448 in 1900. The approximate area of the county is 727,040 acres, and in 1910 265,343 acres were occupied as farms, and about 150,000 acres in improved land. The enumeration of live stock for 1909 was: cattle, 27,423; horses and mules, about 7,000; hogs, 8,818; poultry, 46,236. The chief acreage was in rice, 51,410 acres; corn, 11,926; cotton, 1,648; hay and forage crop, 1,767; while the growing of potatoes and sweet potatoes, cane, and tropical fruits

occupied an acreage that contributed materially to the general agricultural resources of the county.

WHARTON COUNTY

This county, which was named for two prominent early Texans, William H. and John A. Wharton, was created by act of April 3, 1846, from portions of the counties of Matagorda, Jackson and Colorado. The act directed that the county seat, when selected, should be given the name Wharton. The oldest center of trade and population in the county was Preston, a village on the east side of the Colorado, ten or twelve miles south of Wharton, that has long since become extinct.

Wharton County belongs in the level coastal plain, and a large part of its area is comprised within the alluvial bottoms of the Colorado River which flows centrally through the county, Caney River on the east border, the San Bernard and other minor streams. The richness of the lands in these valleys has been proverbial since the beginning of Texas settlement. Before the war the river bottoms were divided among numerous plantations, and the old industrial order of the South prevailed.

Both the social and industrial character of the county during the successive decades is well indicated by the figures of population. In 1850, out of a total population of 1,752, the number of slaves were 1,242, and in 1858 an estimate of population for the entire county was 2,861, including 2,181 slaves. Thus in the early years the number of slaves were as two to one white. Cotton fields, herds of cattle and horses on the prairie range, clusters of negro cabins, and here and there the mansion house of the planter, were the characteristic features of the county. The twenty years following the war were a period of industrial depression, and from being one of the chief cotton counties of the state, its plantations were largely neglected or used as cattle ranges. Population, especially among the whites, increased very slowly. In 1870 the total population was 3,426; in 1880, 4,549 (3,631 negroes); in 1890, 7,584; in 1900, 16,942 (8,717 negroes); and in 1910, 21,123 (8,889 negroes). In 1890 the negroes and whites were as five to one, and the rapid increase of the next twenty years was largely due to white immigration.

With the disorganization of the old plantation system and the decline of the county as a center for the production of cotton, the last twenty years have witnessed a great diversification of agriculture and general industry, and the county is now one of the important sugar and rice districts of the state. In these years particular attention has been bestowed upon the remarkable fertility of the Caney Valley, which, between two and six miles in width, extends across the county from northwest to southeast. Its lands produce cotton, sugar cane, potatoes, fruit and vegetables and practically every crop that can be grown in southern Texas, and still the maximum of production is not realized since a comparatively small part of the land is under intensive methods of cultivation. A considerable part of the level land is subject to overflow, and at the present time two drainage districts are in operation. In the county as a whole stock raising is now less important than agri-

culture, and the cotton crop has been overshadowed by rice, corn, cane, while the fruit and vegetable and poultry industry are rising in the scale of importance.

To no small degree the prosperity and development of later years has been due to the introduction of foreign colonists. The Danish settlement at Daneving begun in 1893, was a pioneer of these, and later Swedish, German and Bohemian colonies were founded around El Campo. At the census of 1910 nearly two thousand of the county's white inhabitants were of foreign birth. Austria (Bohemia) furnished the largest number.

This county has had railroad facilities for many years. What is now a portion of the main line of the Southern Pacific was completed to Columbus before the war, passing through the north end of the county. In 1881 the New York, Texas and Mexican branch of the same road was extended from Rosenberg to Victoria, this line connecting the county seat with the principal markets of Texas. The Cane Belt line of the Santa Fé began building at Eagle Lake in 1898 and was completed to Bay City in 1901, and about the same time the Southern Pacific branch from Wharton to Van Vleck was built. In 1870 the only postoffices in the county were Wharton, Bernard Station and Egypt. During the railroad period numerous stations and towns have grown up. Wharton and El Campo are now the chief business centers, and are among the progressive small cities of the state. Both have been greatly benefited as a result of industrial development and as centers for the sugar and rice industries. El Campo is now the largest town, with a population in 1910 of 1,778. It had just begun to grow in 1890, and in 1900 its population was less than one thousand. Wharton had a population in 1910 of 1,505. When both these cities were incorporated a portion of the original unincorporated towns was left out of the corporate limits owing to opposition to a city government. Among the older villages should be mentioned Louise, Hungerford, East Bernard, and among other railroad points at the present time are Glen Flora, Lane City, Lissie and Pierce.

The increase of material wealth in the county is shown by the assessment figures for different years: In 1870, \$348,763; in 1881, \$845,745; in 1903, \$6,176,550; and in 1913, \$15,869,939.

As a sugar-producing county Wharton still has a high rank. In 1903, 10,000 acres were cultivated in sugar cane, but the acreage decreased in subsequent years and the figures for the last census gave less than five thousand acres in that crop. In the meantime much attention has been directed to the cultivation of rice, so that by 1909 more than fifty thousand acres were cultivated in that crop. El Campo has a large rice mill, and is one of the important centers of rice milling in the state. At Wharton is located a sugar mill.

Wharton County in 1910, according to the figures of the census, had 2,654 farms. Of a total area of approximately 711,680 acres, practically one-half was occupied as farms, and a little more than 200,000 acres were classified as "improved land." The principal item in live stock statistics were: cattle, 38,263; horses and mules, about 14,500; hogs, 17,317; sheep, 2,136; poultry, 96,033. In the crop acreage rice stood at the head, with 50,268 acres; corn, 41,774 acres; cotton, 34,204 acres;

hay and forage, 14,556 acres; potatoes, which is becoming an increasingly favorite crop, 1,863 acres, besides a small acreage in oats, and minor crops. The census figures do not indicate that fruit raising had yet risen to the same relative importance it possesses in other sections of the state.

COLORADO COUNTY

This county, besides being one of the original county divisions of the Republic, has acquired several other social and industrial distinctions. In the early days it was one of the centers of German colonization, and following the Germans came the Bohemian people from Austria, and these two elements in the population have long given their special character to the institutions and customs. It was one of the early centers of the Texas rice industry, and taking the county as a whole it is occupied by thrifty small farmers, and its agricultural and commercial development has followed diversified lines.

Its territory was comprised in the limits of Austin's colony. The provisional Texas Government in January, 1836, established the municipality of Colorado and under the Republic the municipality became the county, but portions of its original territory were subsequently used in the creation of Fayette, Lavaca and other adjacent counties. In the organization of the county the site for the seat of local government was selected on a high bluff at a bend in the Colorado River, a point then considered the head of steamboat navigation. Among the early settlers on the Colorado near Columbus were several members of the Alley family (hence Alleyton), and Benjamin Beason and W. B. Dewees. Two fords at the big horseshoe bend in the river at this point bore the names of Dewees and Beason. At Beason's, on the east bank, the Texan army was encamped for several days on its retreat from Gonzales, while the Mexican troops were on the west bank.

During the early years Colorado County was well out towards the western limits of American settlement. In social and industrial conditions its lot before the war was similar to other counties in the region between the Colorado and Brazos. The Colorado River furnished one avenue of transportation for the early products, and the cotton, live stock and other produce of the farms were sent down the river to Lavaca or across country to Houston. The construction of the first Texas railroad from Harrisburg to Richmond in 1855 turned most of the commerce to that point. In 1860 the same road was completed to Alleyton, on the east bank of the Colorado opposite Columbus, and that remained the terminus until after the war. About 1867 a railroad bridge was built across the Colorado, and during the next five years Columbus was the western terminus of the line and as such was the shipping point and commercial center for a large territory to the west. The railroad was then continued west to San Antonio, and a branch was built from Columbus to LaGrange. During the '80s the line of the San Antonio and Aransas Pass was constructed through the county, and about 1900 the Santa Fé built a line from Eagle Lake south to Matagorda.

After the war population increased rapidly, and agriculture and

business enterprise became more diversified and better distributed over the county as a whole. It was at about the close of the war that the Germans began their settlement in the county in considerable numbers, and one of the oldest centers of German population was Frelsburg, in the northern part of the county. According to the figures of the last census more than four thousand inhabitants, nearly a fourth of the entire population, were natives of foreign and mixed parentage, while over one thousand were born in foreign lands, the two countries of Germany and Austria contributing by far the greatest number.

Population figures for the various decades are as follows: In 1850, 2,257, including 723 negroes, a ratio almost the reverse of that found in the counties along the lower course of the Colorado; in 1870, 8,326; in 1880, 16,673 (7,686 negroes); in 1890, 19,512; in 1900, 22,203 (9,633 negroes); and in 1910, 18,897. Colorado is one of the counties that fell off in population at the last census, but the decline was largely due to a decrease in the negro inhabitants.

For many years the social institutions of the church and school have been well maintained in the county. In 1870 it was stated that the county had a dozen churches and twenty schools, with one or two academies and a college. In several localities where the preponderance of population was of foreign birth they were maintained with a foreign language as medium of instruction. The Town of Columbus retained its prestige as the county seat, but in population and commercial enterprise the metropolis is now Eagle Lake. Besides Columbus one of the first large towns to develop was Weimar at the western edge of the county. In 1900 the principal town centers, in order of estimated population, were: Columbus, Weimar, Eagle Lake, Rock Island, Frelsburg, Alleyton, Oakland, Nada and Matthews. Eagle Lake in 1910 had a population of 1,117.

The values of taxable property in different years are stated as follows: In 1870, \$1,868,103; in 1882, \$4,000,755; in 1903, \$6,226,587; and in 1913, \$13,579,737. In 1899 Colorado County had a rice crop of about two hundred acres. Since then it has become one of the centers of the rice industry, and Eagle Lake gained much of its importance from being a rice market and the location of rice mills. According to the last census there were about seven thousand five hundred acres under irrigation for the growing of rice. The cultivation of sugar cane begun on a small scale as early as 1840, and a few years ago a mill was built at Lakeside to take care of the crop. The acreage in sugar cane in 1909 was 1,324.

The land area of Colorado County is approximately six hundred and twenty-two thousand eighty acres, of which 383,919 acres were occupied in 1909 as farms, and about one hundred and sixty-eight thousand acres classified as "improved land." The number of farms enumerated by the census was 2,283. The diversity of production is indicated by the following figures from the census report: cattle, 41,046; horses and mules, about 11,000; hogs, 14,382; poultry, in which the county stands much above the average among south Texas counties, 115,897. The acreage occupied by the principal crops was: cotton, 42,198 acres; corn, 32,732 acres; rice, 6,440 acres; hay and forage, 8,891 acres; peanuts, 771 acres; potatoes, 776 acres; sweet potatoes, 199 acres. An industrial summary

of the county in 1909 comprised 31 cotton gins, a cotton-seed oil mill, 2 rice mills, a sugar mill and 8 saw mills.

AUSTIN COUNTY

Besides its associations with early Texas history, Austin County has long been occupied by a substantial citizenship, and the last twenty-five or thirty years has seen a great development through railroad building, improved methods of agriculture and an active development of its valuable resources. In the early years its chief product was cotton, later stock raising took the lead, and since the beginning of the present century there has been a notable diversification of crops. The county has about an average place in the stock industry, while the chief crops are cotton, corn, and hay. Poultry and dairying are industries which have received especial attention.

Austin County was the seat of the first legal American settlement in Texas, and the old town of San Felipe de Austin was the capital of the Austin colony and for a number of years was the first county seat. Austin began settlement in this region during 1822 and 1823, but what then formed the jurisdiction of Austin now constitutes portions of several other counties.

The village of San Felipe, though almost unknown to the modern life of railroad commerce, and possessing a small population, must always have historical interest for Texas people. In July, 1823, under directions from the Governor of Texas, the Baron de Bastrop was directed to lay out a town for the Austin colony, and Commissioner Bastrop selected a site on the southwest margin of the river Brazos on a high prairie bluff. Following the instructions of the governor the commissioner gave the town the name San Felipe de Austin. In accordance with the colonization law four leagues of land were set aside for this town, and as a result of this original grant San Felipe now has the distinction of being the only municipality in Texas conducted without taxation. Some of the public lands of the town were sold a number of years ago to the Gulf, Colorado and Santa Fé Railroad, and the proceeds invested. The revenue thus derived is more than sufficient to support the city government and the public school.

It was at San Felipe that Colonel Austin had his home during the four or five years when he was local governor of the colony. Later it was the seat of the ayuntamiento which provided the local civil government, and then and later was recognized as the official center and the real capital of that portion of Texas occupied by American settlement. At San Felipe assembled the first convention of the Texas people in 1832 and 1833, and likewise the general consultation of 1835, and during the succeeding months it was the capital of the provisional government. The enterprising citizens of the Town of Washington secured the meeting of the convention of March, 1836, so that San Felipe lost the honor of being the place where the declaration of independence was signed. San Felipe was also the place where one of the earliest Texas newspapers was published, the *Telegraph* and *Texas Register*. The first regular paper published in the colonies was the *Texas Gazette*, issued at Brazoria during 1828-1829. This later was succeeded by the

Texas Republican, which suspended publication in the fall of 1835. San Felipe might properly claim to have been the capital of Texas from 1823 to 1836, a period of thirteen years. With all these official distinctions, San Felipe was like most Texas towns of that time, a mere collection of rude pioneer dwellings and business houses. In 1828 it was said to consist of about twenty houses, chiefly of hewn logs, and the home of Colonel Austin was the most commodious in the place.

As the chief center for the settlement Austin's first colony of three hundred, Austin County has a continuous history since 1823. The municipality of San Felipe became the County of Austin after the establishment of the Republic, and was so named in the county government act of December 20, 1836. San Felipe was burned in April, 1836, on the approach of Santa Anna's army, but after the war the citizens returned and rebuilt. The courts and the county officers of the new county were there. In December, 1844, an act of Congress approved the proceedings of the court held at San Felipe and confirmed the location of the county seat there. But as a result of an agitation for the removal of the county seat an election was held December 23, 1846, at which a majority of the votes were cast in favor of a site offered by Thomas Bell. In 1848 the Legislature ordered another election, and at that time the county town of Bellville was formally adopted as the seat of government. Until 1873 Austin County included a large section of territory east of the Brazos River, until the creation of Waller County.

Both before the war and afterwards the growth of cotton was the chief resource of the farmers, although corn was also a considerable crop. As a result of the railway building during the last twenty-five years and the general agricultural awakening, the products of the county have become much diversified. According to the census of 1910 Austin County had a total of 2,906 farms. Its total area is approximately 465,920 acres, of which 340,021 acres were occupied as farm land in 1910, with about one hundred and sixty-five thousand acres in "improved land." The chief items in live stock production were indicated by the census enumerators as follows: cattle, 41,305; horses and mules, about 11,500; hogs, 15,479; while poultry had a large total, comparatively speaking, of 163,160. The cotton acreage in 1909 was 49,732; corn, 33,820, while hay and forage crops occupied 14,202 acres. The growing of vegetables has been an important resource of later years, and the county has been particularly noted for its potatoes and sweet potatoes. The cultivation of orchard fruits is important, and the statistics of the last census gave the county over seventeen thousand trees, thus ranking it above many other counties in that part of the state in that class of fruit.

In the early days nearly all the products of the county went down the Brazos River to market, but with the construction of railroads from Houston to Richmond, Brenham and other points commerce was turned to those shipping centers. The first railroad to traverse the county was the Gulf, Colorado & Santa Fe, which was built from Richmond to Brenham in 1880. In 1882 the Texas Western Narrow Gauge Railway was constructed from the Brazos River to Sealy, but this line was subsequently abandoned, and in 1892 the same route was followed in the construction of the Missouri, Kansas & Texas, through the county. The building of the Santa Fe gave added importance to the county seat at

Bellville, which has always remained the metropolis of the county. Other important towns on the same road are Sealy, Kinney and Wallis. Other towns which have long been market and population centers are New Ulm, Cat Spring, Industry and San Felipe.

The population of Austin County has remained almost stable for many years. The white population in 1850 was 2,286. In 1870, before Waller County was created, the total population was 15,087; in 1880, when Waller County was enumerated separately, the population was 14,429; in 1890, 17,859; in 1900, 20,676 (6,193 negroes); and in 1910, 17,699, showing a decrease since the beginning of the century of about three thousand. Austin County has for a number of years attracted a considerable foreign population, chiefly Germans and Bohemians. In 1910 the population statistics credited Austria and Germany as the birthplace of more than two thousand inhabitants of this county and another large element of the population represents the second generation of settlers from the same country. Both the economic development and the social character of the county have been greatly influenced, particularly in certain towns and precincts, by the presence of these substantial people. The increase of taxable wealth in the county is shown by the following figures: In 1881, \$3,101,869; in 1903, \$4,024,380; and in 1913, \$9,459,333.

WASHINGTON COUNTY

This county was first settled by Austin's colonists in 1821-22, so that the occupation of its land has been continuous for fully ninety years. It was the center of early Texas civilization and culture, and a number of the older families are still represented there. From the establishment of the republic until the Civil war the old Town of Washington was one of the political and business centers of the state. With the passing of many of its earlier distinctions, Washington County has always retained a high rank agriculturally, and its county seat is one of the important towns of the Brazos Valley.

Washington County was one of the original Texas counties. The municipality of Washington was organized in July, 1835, and after the winning of independence the municipality became Washington County, comprising a vast extent of country on both sides of the Brazos below the old San Antonio road. That portion of the county lying east of the Brazos and Navasota rivers in 1837 was given to Montgomery County, and with the creation of Brazos County in 1841 Washington County was restricted to territory lying west of the Brazos River. Subsequently other parts of the original territory were subtracted to form counties adjoining on the west and north. The first county seat was at the old Town of Washington, which was a reasonably convenient site when part of the county lay on the east side of the river. After the formation of Brazos County commissioners were directed to locate a new seat of justice within three miles of the geographical center of the county. Thus during the early '40s the county seat was moved to the new Town of Brenham.

In the early years Brazos River furnished the most practicable means of transportation and was the chief outlets for the products of

the county. The building of the county's first railroad indicates the enterprise of its citizens, and did much to secure for Brenham the business prestige which it has long enjoyed. The Washington County Railroad, which owed its origin to the enterprise of the citizens of Washington County, was a short line constructed before the war. After the Houston and Texas Central had been extended up the east side of the Brazos, the Washington County people undertook the construction of a road from Hempstead as an outlet for the crops of their county. The charter was granted February 2, 1856, the road to run from any point on the Houston and Texas Central to Brenham. The first section of eleven and a half miles to near Chappell Hill was finished in May, 1859, and trains were operated from Hempstead to the Brazos River beginning February 22, 1860. The road was open to Brenham, a distance of twenty-five miles, on October 1, 1860. This was one of the pioneer railroads of the state, and as Brenham remained the terminus until 1870 most of the cotton and other crops raised in all the country to the west were marketed there, and it was also the distributing point for the merchandise consumed throughout that region. The only other railroad in the county is the Gulf, Colorado & Santa Fé, which was completed to Brenham in 1880 and subsequently extended north.

Before Texas had produced any large cities, with a resulting concentration of business, institutions, and social activities, Washington County stood as one of the leading centers of business, politics, education and social culture. The county was particularly noted for its schools. At the old Town of Independence in the northern part of the county the Baptists established Baylor University, which received a charter from the Republic of Texas in 1845. Some of the most prominent men of Texas were connected with this institution in its early years. In 1886 the university was moved to Waco. A school for girls was also maintained at Independence before the war. After the war Live Oak Seminary was a girls' school near Gay Hill, and two schools were conducted under the auspices of the Methodists at Chappell Hill, one of them being Soule University, which was chartered in 1856 and was conducted as a separate institution until 1875, when it was consolidated with Southwestern University at Georgetown. It is claimed that Brenham was the first town or city in the state to adopt free schools.

For many years the county had a very even development, both in population and resources. In recent years there has been a falling off of population, but while the purely commercial activities declined there has been much diversification in agriculture and the county's basic growth is greater now than ever before. Until the beginning of the present century one great crop was cotton, but since then the county has acquired a better balance of productive industry than many other counties in South Texas. Live stock continues to be a large resource, and this is one of the leading counties in poultry productions, and a large market for poultry products has been established at Brenham. There is much dairying, and a creamery is operated at Brenham. Brenham has a brick plant, and near Ledbetter the deposits of lignite are being exploited. One other important improvement should be mentioned, and that is the construction at a cost of over fifty thousand

dollars of dykes along the Brazos River to reclaim from overflow about eight thousand acres of rich bottom land. Further extension of this improvement will add greatly to the permanent wealth of the county. According to the last census the decrease in population in the county has been accompanied by a falling off in the number of farms, which in 1900 numbered 4,359, while in 1910 there were 3,651. In a total area of 401,920 acres, 344,282 acres were occupied as farms, with about 180,000 acres in improved lands. The statistics for live stock obtained from the last census report are: Cattle, 29,441; horses and mules, about 12,500; hogs, 24,111; and poultry, 175,729. The acreage devoted to cotton was still the largest assigned to any one crop, being 80,542; corn, 45,035 acres; hay and forage crops, 6,846; while 1,264 acres were employed in the raising of potatoes. The census also shows that considerable attention is given to the raising of "orchard fruits," about 13,000 trees being enumerated. In the property values over the county is indicated a growth of resources as follows: In 1870, \$4,727,870; in 1882, \$6,050,209; in 1903, \$6,347,350; and in 1913, \$11,072,190.

Population figures for the county are as follows: In 1850, 5,983 (2,817 slaves); in 1870, 23,104; in 1880, after part of the county had been taken to form Lee County, 27,565 (14,719 negroes); in 1890, 29,161; in 1900, 32,931 (16,039 negroes); and in 1910, 25,561. Considerably more than half the loss of population is accounted for by a decline in the number of negroes. About the close of the war many German people began settling in Washington County, and at the last census nearly 7,000 inhabitants, or about 30 per cent of the total, were either of German birth or of German parentage. In the years before the war the three important towns of the county were Washington, Independence and Chappell Hill; railroad points have since grown to greater relative importance than these older centers. For half a century Brenham has been the metropolis of the county, both as a market town and as the official seat of government. In the census of 1890 and 1900 its population was about 5,000, but its number declined and in 1910 the population was 4,718. Other important towns are Chappell Hill, Burton, Independence, Gay Hill, Greenvine, Washington, William Penn, and Long Point.

As the place where the Texas declaration of independence was signed, as at one time capital of the republic, and for its many other historical distinctions, the old Town of Washington on the Brazos deserves more than passing mention in this sketch. On the authority of the historian Thrall, a ferry was established at the junction of the Navasota and Brazos rivers in 1821. A number of the Austin colonists settled in that vicinity, and the first land was cultivated in 1822 near Independence. In 1835, John W. Hall, who had acquired some of the land adjoining the old ferry, laid out the Town of Washington on the river bank opposite the mouth of the Navasota. The Washington Town Company, organized about that time, exhibited much enterprise in promoting the town as a rival over San Felipe. Efforts had been made to have the general consultation meet in Washington in November, 1835, but were unsuccessful. When the consultation adjourned it fixed Washington as its place of meeting on March 1, 1836, and the convention which assembled at that date to draw up the declaration of independence and the consti-

tution of the republic met in Washington. Thus it became the first capital of the republic and the "cradle of independence." The government and most of the inhabitants fled before the Mexican army when the convention adjourned on March 17, 1836, and did not return until after the battle of San Jacinto. The early improvements comprised half a dozen rude and hastily built cabins in the midst of the woods, and while the convention was in session cotton cloth was stretched over the window openings to keep out the cold wind. In November, 1837, the Town of Washington was one of the active contenders for the location of the capital, an honor which went to Houston. After the capital had been moved to Austin, and during the Mexican invasion of 1842, the seat of government was removed to Washington, and with the exception of the session of Congress held in Houston in the fall of 1842 that town remained the capital until the end of the republic in 1845.

Though it failed to secure the capital, Washington soon became the leading market town of the upper Brazos. Steamboat navigation along the Brazos to Washington began about 1834, and during the years of the republic thousands of bales of cotton was sent to market through this town. The first school was taught in 1837, the first newspaper was published in 1839, and the pioneer Methodist minister about that time established a Sunday School and prayer meeting in his home. In a sketch written by Mrs. R. E. Pennington a few years ago, the subsequent fortunes of the town are told as follows:

"At the close of the '40s and in the early '50s, Washington reached the zenith of her glory and attained her greatest commercial importance. With a population of 1,500 souls (some say 4,000 to 5,000), she was one of the largest towns in Texas. Her water facilities made her a distributing point for Middle Texas. The old town was prospering and building on safe and sure lines until she, in 1858, made the fatal error of refusing to give a bonus of \$11,000 to the Houston & Texas Central Railroad. The railroad officials then abandoned the route which had been surveyed through the Brazos bottom from Hempstead and built the road to Navasota. There were only two or three people in the town who favored the advent of the railroad. A majority of the citizens claimed that it would interfere seriously with their river traffic. One man, with wisdom beyond his fellow townsmen, pleaded with them to raise the bonus. He walked the streets entreating the inhabitants to accede to the demands of the railroad officials. Finally, seeing how utterly futile his efforts were, he cursed the town, and in his wrath prayed that he might live to see the day when the site of old Washington would be planted in cotton. This prayer has been very nearly granted, for today there is nothing left but a few old buildings fast tottering to the end, and one store which supplies the wants of the adjacent farmers. Around the once famous old town are farms; but the site is so thickly studded with brick foundations, old cisterns and debris of what was once a commercial center, that it is impossible to plow or cultivate it. Weesache grows in every nook and corner; nothing remains but the shadowy memories of a haunted past and a shaft of gray Texas granite erected by the school children of Washington County on April 21, 1900. One inscription on this monument is: 'Here a nation was born.' "

FAYETTE COUNTY

This county, lying in the path of early American settlement and for ninety years a contributing factor to the life and resources of Texas, is a county of small towns and rural communities, and has a number of points of distinction. None of the older counties of the state has received so large a proportion of foreign settlers, and the character of the population is largely reflected in the economic and social development. The unit of the farming industry in this county is the small acreage, thriftily cultivated, and at the same time the population has tended to group itself in small communities, so that there are a large number comparatively of small villages and market centers over the county. Since the beginning of the present century there has been a falling off of



HARVESTING RICE IN THE COAST COUNTRY

population in this county nearly equal to 20 per cent, and while this has been accompanied by a decrease in the number of farms, the aggregate economic wealth of the county has continued to increase, and few counties of the state show a better symmetrical development of resources.

Fayette County was within the boundaries of the original Austin colony, and the first settlers were the Burnham family, who located on the Colorado River in 1822. Burnham's Crossing was made historic by the passing of the Texan army at that point in its retreat from Gonzales. In the organization of the municipalities of Mina (Bastrop) and Colorado before the revolution, the territory of this county was included between them. Fayette County was created by the Texas Congress December 14, 1837, the county seat being established "at the town of LaGrange on the east side of the Colorado River near the La Bahia crossing." Subsequently a portion of the county was taken to form the County of Lavaca in 1846 and of Lee in 1874.

During the first twenty years after beginning of settlement Fayette County was on the frontier and exposed among the first to Mexican invasion and also to Indian raids. Some of the best elements in the early American population located there, and business and civic enterprise and

culture reached a high point of development. During the period of early settlement the Colorado River was sometimes used for transportation, but commerce was chiefly carried by ox teams to Lavaca and Houston. During the late '50s the nearest railroad points were Brenham and Alleyton, and through those towns the trade went to Houston and Galveston. The first railroad in the county was the main line of the Southern Pacific, constructed west from Columbus in 1872. This diverted business to the southern part of the county, where Schulenburg and Flatonia soon became thriving towns. The branch railroad from Columbus to LaGrange was built in 1883. In 1872 the Houston & Texas Central was extended from Brenham to Austin, and Ledbetter, in the north end of the county, became a shipping point. As elsewhere, railroad building had much influence in changing or developing towns in this county. In 1886 the Taylor, Bastrop & Houston was built through LaGrange, and after being absorbed by the Missouri, Kansas & Texas, was extended in 1892 to Houston. The Yoakum-Waco branch of the San Antonio and Aransas Pass was built in 1888.

The settlement of the German people in Fayette County began before the war, and following them came the Bohemians. The presence of these nationalities has had much influence on agriculture and also on the social life of the county, and a number of settlements and towns are composed almost entirely of people of these nationalities. Fayette County is one of the chief centers of Bohemian population in Texas. The first people of that nationality to settle west of the Colorado River came in 1856, and according to the figures furnished by the last census the county had about two thousand five hundred inhabitants born in Austria and nearly four thousand native Americans of Austrian parentage on both sides. LaGrange is the seat of publication for the most influential Bohemian newspaper in Texas, *The Svoboda*.

The population statistics of the county for different decades are: In 1850, 3,756 (1,016 negroes); in 1870, 16,863; in 1880, 27,996, of whom 40 per cent were foreign born and about 30 per cent colored; in 1890, 31,481; in 1900, 36,542 (10,394 negroes); and in 1910, 29,796. At the time the last census was taken, among the native whites more than 11,000 were of foreign or mixed parentage, while over 4,700 were of foreign birth, Austria and Germany furnishing by far the greatest numbers.

One illustration of the development of the county economically is shown by figures for the assessment values, as follows: In 1870, \$3,073,880; in 1881, \$5,810,466; in 1903, \$9,378,080; and in 1913, \$19,618,293. The chief resources are stock raising and diversified agriculture. The dairy industry is important, and the county has several creameries, and the introduction of high grade stock is a noteworthy feature. The county stands almost pre-eminent in the poultry industry, and a number of farmers make a specialty of the business. About five-sixths of the total area of the county was occupied by farms at the last census. The approximate area of the county is 619,520 acres, of which about 520,000 acres were occupied as farms, and of this about 200,000 were in "improved land." Along with the falling off in population occurred a decrease in the number of farms, and in 1910 there were 4,379 individual farms in the county. The live stock statistics furnished for the last census report were: cattle, 45,201; horses and mules, about 16,700; hogs, 24,927;

and poultry, 302,020. The chief crop was cotton, and the acreage of 1909 was 89,804; corn, 56,658; hay and forage, 13,661; while minor crops were peanuts, 791 acres; potatoes, 778 acres; sweet potatoes, oats, etc. By comparison with other counties in the south half of Texas it will be found that Fayette County exhibits a better balance of agricultural and industrial activities than almost any other. Fruit growing is also important in the county, the census reporting about 30,000 trees of the orchard fruits, and about 10,000 nut bearing trees.

LaGrange, the first incorporated town in the county, and the metropolis, is one of the older towns of the state and has been the home of many well known Texans. It had a population before the war of about 1,000, and by 1890 its population was 1,600, increasing to about 2,400 in 1900, and declining to less than 2,000 in 1910. For many years the only means of access to the town from the west was by ferry over the Colorado River. The first bridge was constructed in 1883, and in 1887 was taken over by the county. On the bluff opposite the Town of LaGrange is the burial place of those who fell in the Dawson massacre and also of many of the Mier prisoners. Other important towns in the county are Schulenburg, Flatonía, Fayetteville, Carmine, Ledbetter, Winchester and Ellinger.

A list of postoffices and towns in 1864 named the following places: LaGrange, Fayetteville, Round Top, Ruttersville, High Hill, Lyons, Pin Oak, Oso, Orizaba, Long Prairie, Cunningham's Cistern. Some of these names have long since passed out of memory. Ruttersville, six miles northeast of LaGrange, was at one time a candidate for the capital of the state. Its female college and military school made it a famous educational center before the war, but their work was not resumed with the return of peace, and Ruttersville has for many years been only a country trading point.

The building of railroads was the important factor in redistributing population and originating permanent towns. Schulenburg originated with the railroad and was incorporated in 1875. When Flatonía was located on the railroad, old Flatonía and Oso, nearby towns, became extinct. Winchester was one of the first settlements in the county and was laid out as a town in 1857, and a railroad was built through in 1888. Fayetteville has been a town since 1847 and was incorporated in 1882.

GONZALES COUNTY

In its climate and general physiographical characteristics, Gonzales County belongs in that portion of the state usually termed Southwest Texas. It was the principal center of settlement for the DeWitt Colony, and was on the western frontier of early American settlement. The grant to DeWitt was approved in 1825, and the first settlers under the auspices of this colony came shortly afterwards. Among them was Erastus (Deaf) Smith, a historic character in Texas. Two miles east of the fork of the Guadalupe and San Marcos rivers this party founded the town of Gonzales, but their settlement was broken up by an Indian attack in July, 1826. In the following year DeWitt's colonists returned to Gonzales, and the complement of the first hundred families was completed by 1830. The site of the capital town was re-surveyed in 1832.

Located on the frontier of American settlement, DeWitt's colony was

the first to suffer from the invasion of Santa Anna. There was a strong sentiment at Gonzales in favor of continuing Texas as a Mexican state, but the town was represented in the conventions of 1832 and 1833, in the consultation of 1835 and the independence convention of 1836. The formal beginning of active hostilities in the Texas revolution was at Gonzales, and that town was the headquarters of the Texan army before the march upon San Antonio in the fall of 1835. At Gonzales, Houston took command of his army in March, 1836, and there began the "runaway scrape" after the fall of the Alamo. Gonzales was burned as the Texas army retreated eastward, and as a number of volunteers from that section had met death in the Alamo and many others did not return after the war, Gonzales began practically a new existence after the Revolution.

Under the Republic the municipality became Gonzales County. From its original territory portions were detached to form every adjoining county except Fayette.

Taking the county as a whole its industrial character for many years was that of a grazing and stock raising community. The live stock business has continued to be the chief resource, but practically every phase of agriculture is now represented. The last census enumerated 4,048 farms in this county. Of a total area of approximately 652,800 acres, more than 600,000 acres were occupied as farms, and about 218,000 acres classified as "improved land." The figures for the live stock industry, based on the census report, were: cattle, 55,757; horses and mules, about 17,000; hogs, 22,957; and poultry, 150,722. The great crop is cotton, and in 1909, 117,678 acres were planted to cotton, while in corn were 55,045 acres, the hay and forage acreage was 5,569, and among the minor crops that of peanuts was important, with an acreage of 1,785. The fruit industry has been much developed, as shown by the census report of 41,145 trees in orchard fruits, while more than 18,000 trees were enumerated as nut bearing, chiefly pecans. In 1909 the county had thirty-five cotton gins, a cotton-seed oil mill, a cotton factory, three saw-mills, and a brick and ice factory. The county is fairly well supplied with timber, and considerable hardwood lumbering is done.

Gonzales County has had railroad facilities for more than thirty-five years. The main line of the Southern Pacific was built through the north end of the county in 1877. The county seat of Gonzales was isolated, and in 1882 a branch line twelve miles in length connected that town with Harwood. The second railroad was the branch of the San Antonio and Aransas Pass constructed about 1890 from Shriner to Luling, and through Gonzales. About ten years ago the line of the Southern Pacific from San Antonio to Cuero gave the southern half of the county railroad facilities.

Following is population statistics: In 1850, 1,492 (601 negroes); in 1870, 8,951; in 1880, 14,840 (4,861 negroes); in 1890, 18,016; in 1900, 28,882 (8,642 negroes); and in 1910, 28,055. A considerable element of the county's population since the early days has been Mexican, and the Germans and Bohemians have also settled in considerable numbers. Progress in the county's wealth as shown by assessment statistics has been as follows: In 1870, \$1,734,256; in 1881, \$3,016,964; in 1903, \$6,556,575; and in 1913, \$15,946,265.

At the present time the chief towns are Gonzales, an incorporated city with a population in 1910 of 3,139; Waelder, Harwood, Slayden, Nixon, Smiley, Pierson and Cranz. Most of these towns are located on the railroad, and their origin and subsequent prosperity has been largely due to the railroad. Both Harwood and Waelder profited by their location on the first line of railway in the county, and in the south part of the county the Town of Smiley likewise owes its chief importance to the business attracted to the railroad at that point.

The City of Gonzales has had a continuous history of almost eighty years. It was laid out on the Mexican plan, with a principal square, now used by the courthouse and jail, and with six other blocks for public uses, one of which contains churches, another used as a city park, and one as a market square. Gonzales was incorporated by the Congress of the Republic in 1837. For many years it was one of the leading educational, church and social centers of Texas. The Gonzales Seminary was an institution before the Revolution, and one of its teachers was David B. Edward, author of an early book on Texas. Some of the early facts in the history of the town are given in the Texas Almanac for 1859. After the Mexican invasion the town was rebuilt in 1838. In 1840 its courthouse was a frame building, sixteen feet square. In 1842 its inhabitants were again driven out by the Mexicans but soon returned. In 1846 a Masonic Lodge was organized, a Baptist church in 1851, a Methodist church was built in 1852-53, the upper floor being used as a Masonic Hall; Gonzales College (female) was chartered in 1852, an Odd Fellows Lodge and Episcopal church was organized in 1853, and the Male College was built in 1855. A stone courthouse was erected in 1859. The Cumberland Presbyterian Church was organized in 1847.

LAVACA COUNTY

The Lavaca River, from which this county takes its name, was the original boundary between Austin's colonies and the colony of DeWitt. The county was created April 6, 1846, from portions of Gonzales, Victoria, Jackson, Fayette and Colorado counties. There were few settlers previous to the revolution. The county lies in the coastal plain, the southern half being flat prairie, and the northern section undulating upland. Even at this time the southern part of the county is chiefly devoted to stock raising, while the agricultural development and the principal towns are in the northern half.

While stock raising was the chief occupation both before and after the war, there were some plantations worked by slave labor. Commerce went through the ports of Indianola and Lavaca, and the old ox-cart was a familiar feature of transportation. After the construction of the railroad to Columbus in 1860, a large part of the trade was diverted through Houston and Galveston. The war and reconstruction interfered less with the business activities of this county than with other parts of the state, and by 1870 both population and material wealth had made noteworthy progress. From that time forward the county had a steady development, and while population has increased slowly within the last twenty years, there has been a somewhat remarkable utilization of the

resources of the county. No new railroads have been constructed during the last twenty years and no manufacturing plants established except such as are related to the natural productions of the county. But within this period Lavaca County has become a highly developed agricultural community, particularly in the northern portion. A large proportion of the farming population are Germans, Poles and Bohemians, nationalities that began settlement in the county before the war and who have contributed the largest share in the productive activities. The cotton crop was for a number of years the chief staple, but owing to the ravages of the boll weevil acreage was materially decreased during the '90s. Other crops have taken its place, and besides corn and hay and forage crop, a considerable acreage has been devoted to the growing of sugar and sorghum cane, while the truck and fruit interests have become important. Irrigation by artesian wells has been introduced, and agriculture is becoming well diversified. This county is one of the chief poultry centers of southern Texas. The manufacturing interests are largely cotton gins and cottonseed oil mills. Until the decade of the '80s the nearest railroad shipping points were Cuero, Columbus and Gonzales. The construction of the San Antonio and Aransas Pass began in 1885 and about 1890 the lines of that system in the county were finished.

Population statistics of the county for different decades are as follows: In 1850, 1,139 whites and 432 negroes; the total population before the war was estimated at a little more than 6,000; in 1870, 9,168; in 1880, 13,641 (3,420 negroes); in 1890, 21,887; in 1900, 28,121 (4,890 negroes); and in 1910, 26,418. According to the last census there were in this county 2,480 inhabitants born in Austria (chiefly Bohemians), and 3,796 of Austrian parentage; while 1,233 were natives of Germany, and 2,121 of German parentage. Thus nearly 40 per cent of the total population comes from these two nationalities, and the industrial and social life of the county is largely colored by these stocks.

As a result of increasing population, building of railroads, and other factors, there has resulted a regrouping of trade and population centers. In 1872 the postoffices of the county were Antioch, Hackberry, Hope, Mullen, Petersburg, Speaksville, Sweet Home, and Post Oak Grove. The oldest town in the county was Petersburg, which was also the first county seat. An act of the legislature in January, 1852, ordered an election to determine the permanent seat of government. Hallettsville won the election, and after the transfer of the county offices to that point, Petersburg, three miles away, gradually declined and is no longer given a place in the geography of the county. A portion of the City of Yoakum lies in the county, and that is the chief center of population in this vicinity. Hallettsville for the last twenty years has maintained a population between 1,000 and 2,000, and in 1910 had 1,379 inhabitants. Other important towns are Shiner, a junction point of the railroad, Moulton, Sweet Home, and Sublime.

The wealth of the county as indicated by assessment returns has increased as follows: in 1870, \$1,363,439; in 1882, \$2,969,737; in 1903, \$5,847,811; and in 1913, \$17,229,373. The last federal census reported that of an approximate total area of 608,000 acres, about 495,000 acres were occupied in farms, with a little more than 160,000 acres in "improved land." The census statistics of live stock and agriculture were:

cattle, 57,765; horses and mules, 13,200; hogs, 21,646; and poultry, 248,705. The largest acreage was in cotton, 80,955; corn, 48,679 acres; hay and forage crops, 10,048; and about 30,000 trees in orchard fruits and over 8,000 pecan trees were enumerated. Other important crops are peanuts, potatoes and sweet potatoes, while the growing of melons, onions and other truck is becoming increasingly profitable. The county has several creameries, and a large number of Texas turkeys come out of this section every year.

DEWITT COUNTY

Created March 24, 1846, from portions of Gonzales, Victoria and Goliad counties, DeWitt County was named for the empresario whose colonization contract covered most of the land in this county as well as in Gonzales and Guadalupe. The capital of the colony was Gonzales, but the settlers were dispersed between that point and the mouth of the Lavaca River. A portion of the original county was detached at the formation of Karnes County in 1854.

After the first settlement had been made under the Mexican system during the early years of the republic, the most important element of population was the Germans, who began settling in this section during the decade of the '40s, and in 1857 their number was estimated at about fifteen hundred, comprising nearly half of the total population. As in other counties in this district, the older settlers depended upon grazing stock on the open ranges as their most profitable occupation, and agriculture and settled industry belonged to the period after the war. Some wealth came to the people incidental to the freighting operations between the coast and western counties, and up to the time of the war all the commerce of the county was carried overland to Lavaca. In 1861 the railroad from Lavaca to Victoria was opened, but was destroyed two years later, and in 1866 rebuilt by the Federal Government. It was extended to Cuero and opened for traffic in May, 1874. For a number of years that was the only railroad in the county. The line of the San Antonio and Aransas Pass, through the county from southwest to northeast, was finished about 1890, while a branch of the Galveston, Harrisburg and San Antonio was completed between Cuero and San Antonio about ten years ago. The railroads have caused much development and various changes in town populations. From the early settlement of the county corn and cotton have been the chief agricultural crops, though the war and the cotton worm deranged the plantation system. In 1866 cotton and corn, cattle, horses and sheep were, in order, the principal products, sheep raising having been introduced after the war. While cotton and corn and live stock are still the important resources, both truck and fruit farming have become profitable, a large crop is sorghum and sugar cane, much dairying is done, and DeWitt County is a center for the poultry industry. There are creameries at Cuero, Yoakum and Yorktown, and both Cuero and Yoakum are shipping points for poultry. In 1909 the manufacturing summary of the county included eight cotton gins, three cotton-seed oil mills, one cotton factory, at Cuero, and the railroad shops at Yoakum, which is a division station on the San Antonio and Aransas Pass. Water power has been developed at Cuero by a dam

across the Guadalupe River, and power is supplied to several factories. The Guadalupe River, which flows through the county from north to south, is one of the most picturesque streams in Texas.

In 1850 the white population of the county was 1,148 and 568 negroes. The total population in 1870 was 6,443; in 1880, 10,082; in 1890, 14,307; in 1900, 21,311 (4,940 negroes); and in 1910, 23,501. The census shows that 1,502 inhabitants were born in Germany, while those of German parentage were 2,693. Other foreign elements in the population were Austrians and Mexicans. The original county seat was the old Town of Cuero, but about 1860 the Town of Clinton, on the west side of the Guadalupe, was voted the seat of government. After Cuero became a railroad terminus in 1874 the county offices were returned, and Clinton is now extinct. In 1881 the three railroad stations in the county were Cuero, Burnes and Thomaston, and other villages were Terryville, Hockheim, Concrete, Myersville, Arneckaville, Clinton and Yorktown, Yorktown and Myersville being the largest except Cuero. The county now has two incorporated cities, Yoakum and Cuero. The growth of Yoakum has come about largely through its importance as a railroad point. In 1910 its total population was 4,657, a portion of the town lying in Lavaca County. The population of Cuero in 1910 was 3,109. Other towns of trade and population importance are Yorktown, Nordheim, Edgar, Thomaston, Huckheim and Myersville.

The increase of taxable values in the past forty-five years is shown as follows: In 1870, \$1,270,392; in 1882, \$2,975,937; in 1903, \$6,812,870; and in 1913, \$18,563,040. Agricultural statistics reported by the last census: the number of farms in the county was 2,746, and of an approximate area of 562,560 acres nearly all was reported as occupied by farms, with about 164,000 acres in "improved lands." The number of cattle was 62,381; horses and mules, about 14,000; hogs, 17,173; sheep and goats, 9,364; and poultry, 145,037. The chief acreage in 1909 was cotton, 82,150; corn, 44,976 acres; hay and forage crops, 4,924; about 18,000 trees were classified as orchard fruits, and potatoes and sweet potatoes, sorghum and other minor crops also had a place in the agricultural statistics.

JACKSON COUNTY

Situated on the level coast section, though a point of early settlement and one of the original Texas counties, the development of Jackson has not been in proportion to its age, and its lands are still to a large extent unfenced and utilized for stock grazing. In the last twenty years a considerable number of settlers from other states have invested in this county, and cheap lands are still abundant. It is within the rice belt, and that crop is the most important. The vegetable and fruit interests have also received much attention.

A fairly accurate summary of the county's development up to within recent years is shown by figures supplied by the last census. Out of a total area of 571,520 acres, 258,070 acres were classified as improved land, while in 1900, 65,000 acres had been improved. The importance of the live stock industry is indicated by the fact that in 1910 the number of cattle was 104,927, about double the number found in adjacent counties.

Other live stock statistics were: horses and mules, about 5,800; hogs, 4,836; sheep and goats, 3,400; and poultry 27,213. In 1909, 11,127 acres were planted in corn, the rice acreage was 9,980, cotton, 7,817 acres, and in hay and forage crops, 3,793 acres.

The first settlers in Jackson County located during the years 1827-28, and in the following years a considerable number of emigrants located in the vicinity of Lavaca Bay, the Lavaca and Navidad rivers, which formed portions of the boundaries of three colonial grants, Austin's, DeWitt's and DeLeon's.

The provisional government of Texas in December, 1835, created the municipality of Jackson from the west side of Matagorda municipality. The Lavaca River was the western boundary, the bays of Lavaca and Matagorda were the south limits, and the present east line of Jackson County was part of the original boundary. After the revolution the municipality was recognized as a county, and when its boundaries were defined by an act of December, 1837, it was provided that the citizens in the strip of territory six miles west of the Lavaca should hold an election to decide whether that portion of Victoria County should be annexed to Jackson, which accounts for the present western boundary. In 1846 Jackson County contributed portions of its territory to Wharton, Lavaca and Calhoun counties. The "district of Lavaca" was represented in the first Texas convention of 1832, and the settlers on the Lavaca and Navidad were represented by the delegates of Matagorda in the general consultation of 1835. Jackson municipality sent its own delegate to the constitutional convention of 1836.

The principal center of settlement in 1835 was the little town at the junction of the Lavaca and Navidad called Santa Anna. It was described as "the main port of entry west for goods from the seaport." The ordinance creating Jackson municipality provided that "the capital shall be at the town of Texana, lately known as Santa Anna," a change of name from patriotic motives justified by the events of the time. Texana, which is now only a historic site, was incorporated in 1837, for many years was the only town in the county, and in 1858 was described as containing six stores, courthouse, jail, Methodist Church, a temperance hall and schoolhouse.

The building of towns and the development of the county aside from stock raising followed the construction of the first railroad. That was the New York, Texas and Mexican, completed from Rosenberg to Victoria in 1882, and now part of the Southern Pacific line. In 1905, the St. Louis, Brownsville and New Mexico Railroad was completed through the south half of the county. In 1870 the only postoffices in the county were Texana, Morales and Navidad, which are now practically without business or population. After the construction of the first railroad the Town of Edna was laid out near the center of the county, and soon afterwards became the county seat. Other towns are Ganado, Navidad, El Toro and Lolita.

The total population in 1850 was 966, including 339 negroes; in 1870, 2,278; in 1880, 2,723 (1,412 negroes); in 1890, 3,281; in 1900, 6,094 (2,189 negroes); and in 1910, 6,471. Assessment values of properties for different years have been: In 1870, \$797,969; in 1882, \$1,338,956; in 1903, \$3,230,410; and in 1913, \$9,773,120. Besides the development

represented by the increasing truck and fruit interests, important changes are also being made with respect to live stock, the large pastures being fenced in and divided into smaller farms, and better grades of stock prevailing now than in former years.

CALHOUN COUNTY

Situated on the Gulf coast, and bounded by the waters of Lavaca and Matagorda bays, Calhoun County's resources and economic development have been largely shaped by its geography. The land surface is low and flat, and for many years was almost entirely devoted to the grazing industry. Artificial drainage is necessary for the raising of crops in most places, and one drainage district, covering about four thousand acres, has been completed. In recent years some of the large pastures have been cut up into smaller ranches, some attention has been given to rice culture, and truck farming and the growing of tropical fruits are gaining in importance, but at the last census considerably more than half of the population of the county was grouped in the farms, and the metropolis of Port Lavaca contained nearly half the inhabitants. One of the most profitable industries is centered at Port Lavaca, from which point are shipped large quantities of fish and oysters, and this business furnishes employment to a large number of men and much capital. Port Lavaca has light-draft navigation down the bay. The agricultural statistics of the county are comparatively meagre. In a total area of 360,320 acres, only about 16,000 acres were classified as "improved land" at the last census. There were 293 farms enumerated in the county. The number of cattle were 15,385, and about 15,000 horses and mules. The crop acreage in 1909 was cotton, 6,671 acres; corn, 1,420 acres; and hay and forage crops, 3,588 acres.

Calhoun County was created in 1846 from Victoria County and a small portion of Jackson County, the county government being organized in July of the same year. Historically the waters which indent and enclose most of the land surface were among the first of the Texas coast to be distinguished during the era of exploration and discovery. Espiritu Santo Bay, Lavaca Bay and River, Matagorda Bay, San Antonio and Guadalupe rivers are all geographical features of this county, and were familiar to LaSalle, the first Texas explorer.

The shores of Lavaca Bay and adjacent waters have been the seat of many ambitious towns and seaports, but even the names of most of them can be found with difficulty. Mrs. Holley in 1836 said that Cox's Point, a new town at the mouth of the Lavaca, containing about two hundred inhabitants, would "eventually rival Matamoros." Kennedy, another early writer on Texas, in 1840 named Linnville, Cox's Point and Dimitt's Landing as new towns on Lavaca Bay. In 1844 Prince Solms-Braunfels, the leader of German colonization in Texas, selected as a landing place for his immigrants a place he called Carl's Haven. This was on the south side of the bay, on the site of the later Indianola. Large numbers of these unfortunate Germans, while awaiting transportation to the interior, fell victim to pestilence and died on this coast. In 1850 Bartlett of the Mexican boundary commission reported Indianola to be the second of Texas ports, ranking next to Galveston, with two lines of steamers

plying between there and New Orleans. At that time LaSalle was a nearby town on the bay, and in 1857 LaSalle and Lavaca were the ports of entry on this bay. Both Lavaca and Indianola were shipping ports for large quantities of cattle, hides, and cotton. Several hundred vessels entered and cleared at the Port of Indianola in 1872. In the Texas Almanac for 1871 the population of the county was said to be almost entirely in the towns of Lavaca and Indianola, "which are two of the principal seaports of the west. There are four or five churches in Indianola and two or three in Lavaca, with quite a number of good schools. San Antonio and the Mexican Gulf Railway commences at Lavaca, and the Indianola Railroad at Indianola, and both connect a few miles west of Lavaca and proceed by a common track to Victoria."

Many older residents of Texas arrived in the state through the Port of Indianola, and have much interest in the fate of that "lost town." Situated on the low, sandy shore at Powderhorn Bayou, Indianola was incorporated as a city by the legislature in 1853. During the following twenty years it was always spoken of as one of the leading ports on the Texas coast, and was a center for much trade and the beginning of railroad building toward the West. The great storm of September 15, 1875, completely destroyed the old county seat and port of Indianola. Probably a majority of the inhabitants were drowned, and at the present time hardly a single building marks the site of this once flourishing seaport.

The destruction of life and property caused by that storm was not confined to the City of Indianola, but proved almost a permanent obstacle to the subsequent development and prosperity of the entire county. It arrested the commercial development which had begun with two of the early railroad enterprises of the state. In 1856 at Port Lavaca was begun the construction of the San Antonio and Mexican Gulf Railroad, five miles of which was constructed by 1858. The state engineer's report said: "The remarkable fact may be stated that this five miles of road, terminating in the open prairie at a point remote from any settlement or public highway, has not only been of vast service to the people of Texas, but has actually overpaid running expenses. I not only learned this from the officers and agents of the company, but witnessed myself the immense business it was doing; the noise and bustle; the hundreds of wagons and teams and teamsters drawn to its present terminus or station in the prairie." The road was continued after much delay and opened for traffic a distance of twenty-eight miles to Victoria in April, 1861. In the meantime, in January, 1858, the Indianola Railroad Company was chartered to build a line from Indianola to a connection with the San Antonio and Mexican Gulf. A few miles were graded, and the property was taken over by the older road, and was operated, as above mentioned, until the storm which destroyed its terminus.

The effect of the storm of 1875 on property and population is indicated by the following statistics: the population of the county in 1850 was 867 whites and 234 negroes; in 1870 the total population was 3,443; in 1880, following the storm, 1,739 (547 negroes); in 1890, 815; in 1900, 2,395 (271 negroes); and in 1910, 3,635. The population of Port Lavaca in 1910 was 1,699. In 1870 the county had taxable property assessed at \$1,473,726; in 1881, \$1,118,714; in 1903, \$1,848,213; and in 1912, \$3,848,231. Besides the first railroad, which is a branch of the Southern

Pacific between Port Lavaca and Victoria, the St. Louis, Brownsville and Mexico Railroad opened in March, 1910, the Port O'Connor branch, circling the almost entire coast line of the county. Outside of Port Lavaca the chief towns are Port O'Connor, Seadrift and Olivia. There is a small community of colonists of the Christian Science faith located at Magnolia Beach. Of Port Lavaca a writer in the Texas Almanac for 1904 says: "The site was once prominent as a port, but was abandoned. The present town is practically new, having been built up as a result of the building of the railroad and the influx of a farming population. It is the largest oyster depot in the state. The town has among its industries a shipyard and oyster knife factory. More vessels of the coasting size are registered in the custom house here than at any point on the Texas coast except Galveston. The town is situated on a bluff above the reach of storm waters, and has become one of the noted coast resorts."

VICTORIA COUNTY^{*}

The lands in this county were first apportioned to a colony of Mexican people, and the county has always had a large Mexican population. It was one of the early Texas municipalities, became a county under the republic, and about the time Texas became a state was invaded by the German emigrants seeking homes in South Texas. The presence of several different nationalities has been influential in shaping both the social and industrial character of the county to the present time. The chief industry for many years was stock raising, and that is still of much greater value than the purely agricultural activities.

Martin de Leon received a colony contract from the Mexican government, October, 1824, and established the largest Mexican colony in Texas outside of San Antonio, Nacogdoches and Goliad. A second contract was given him in April, 1829, and his lands were bounded between the coast and the La Bahía road, between the Lavaca River on the one side and the Guadalupe and Coleto on the other. Some of DeWitt's colonists established homes within these limits, and there was some dispute over boundaries with the colonists of Power & Hewitson on the south. The municipality of Guadalupe Victoria was authorized by the first contract and was organized probably in 1824. Under the republic the municipality was organized as Victoria County.

As a Mexican settlement, Guadalupe Victoria was not represented in the early conventions of Texas. However, a representative from that locality took his seat in the general council in November, 1835, after the adjournment of the general consultation. For a number of years after the revolution, the population was largely Mexican, and the county-seat town was the center of population and business. The town of Victoria was laid out about 1830. In September, 1850, Bartlett of the boundary commission visited Victoria and described it as containing three public houses, numerous stores and shops of mechanics, a weekly newspaper and a courthouse. The latter was a small wooden building and when court was in session most of the witnesses and loungers had to wait outside, under the trees or on the fence, until summoned by the constable.

At the census of 1850 the total population of Victoria County was

2,019 (623 slaves). The Germans began settling about 1845, and in 1857 Olmsted estimated that about three-fourths of the county's population were Germans, the number being 1,500. They were the predominant element in this originally Mexican community and have influenced the developments and institutions of the county to the present time. The population for later decades has been: In 1870, 4,860; in 1880, 6,289 (2,406 negroes); in 1890, 8,737; in 1900, 13,678 (3,787 negroes); and in 1910, 14,990. At the last census about 3,800 white inhabitants were of foreign or mixed parentage, and over 1,500 were foreign born. Of the foreign born the largest number was Mexican, about 700, the Germans next, 455, and those of Austrian birth were 110.

The county has had railroad facilities since the war. The San Antonio & Mexican Gulf Railroad was built from Port Lavaca to Victoria in April, 1861. The road was destroyed in 1863 and rebuilt by the government in 1865-66, and extended to Cuero in 1874. The New York, Texas & Mexican Railroad was completed from Rosenberg to Victoria in



OYSTER HOUSE AT PORT LAVACA

January, 1882. These were the railroads of the county until the St. Louis, Brownsville & Mexico was built in 1905. The branch of the Brownsville road from Bloomington to Port O'Connor was opened in the spring of 1910.

In 1870 the value of property in the county as estimated in the assessment returns was \$820,950; in 1882, \$3,164,900; in 1903, \$7,651,860; and in 1913, \$13,529,180. In 1882 a fourth of the total valuation was represented by live stock, and in that year the county had nearly 70,000 cattle and over 15,000 other live stock. Since before the war stock raising has been one of the large industries. Live stock statistics as reported by the last census were: cattle, 58,968; horses and mules, about 9,500; hogs, 7,905; sheep and goats, about 3,000, and poultry 61,628. Agriculture has made most of its progress within the last twenty years. The federal census of 1910 reported the cotton acreage at 31,767; corn, 22,313 acres; hay and forage crops, 7,032 acres with a considerable acreage in potatoes and sweet potatoes and other vegetables. The number of trees classified in orchard fruits were about 10,000, while this is one of the

centers of pecan production, about 28,000 trees being enumerated. There were in 1910, 1,519 farms, as compared with about 1,200 at the preceding census. The total area of the county is approximately 569,600 acres, and while most of this was occupied as farms, the area of "improved land" in 1910 was only about 83,000 acres. Besides the staple crops and truck and fruit growing, the county has also produced in recent years some sugar cane and rice.

The county seat, town of Victoria has always been the chief city, and its population in 1890 was 3,046; in 1900, 4,010; and in 1910, 3,673. It was noted even before the war as a social, religious and educational center.

GALVESTON COUNTY

This county, of which Galveston Island and Galveston City have always been the chief centers for population, was originally under the jurisdiction of the Austin Colony, until the greater part was included in the Municipality of Liberty, which was organized in 1831. The first point of occupation was the custom house and fort established at Anahuac in 1831, exercising jurisdiction over the Port of Galveston. For a brief time after the Battle of San Jacinto the Texas Government had its seat on Galveston Island. In December, 1836, Galveston Island was attached to Harris County. An act of the Texas Congress, May 15, 1838, created Galveston County, and it was organized in the following year, with the first county seat in the City of Galveston.

A sketch of the City of Galveston follows, and this article will touch only briefly on the county as a whole. The settlement and development of the mainland and rural portions of the county have occurred almost altogether within the present century. By comparison with the statistics for the city, it will be found that even within the last ten years more than three-fourths of the total population reside in the city, and in earlier years this proportion was still more decided in favor of the metropolis. The population of the county in 1850 was 3,785 (714 negroes); in 1860, 8,229; in 1870, 15,290; in 1880, 24,121 (5,651 negroes); in 1890, 31,476; in 1900, 44,116 (8,798 negroes); and in 1910, 44,479.

Within recent years a number of suburban, industrial and other centers of population have sprung up on the mainland. Texas City, Arcadia, Dickinson, Hitchcock, were among the first of these, and since then Algoa, Port Bolivar, Alta Loma, League City, Lamarque, Friendswood (a Quaker settlement), have each some distinctive characteristic. Many townsites are being developed as residence localities, others are planned for industrial centers, and several of the largest towns on the mainland are centers for the farming and fruit growing development which has made great advance during recent years. The flat prairies of the mainland were in earlier years almost entirely occupied for grazing, but the influence of land companies, the progress of drainage, and the influx of actual settlers, have done much to change agricultural conditions. Fruit and truck growing is now the leading occupation in the rural districts, and the convenience to the

two large markets of Houston and Galveston, together with unsurpassed transportation facilities, makes the growing of fruit, vegetables and dairying very profitable. Alta Loma is the center of one of the largest creameries in this part of the state. Under the state laws permitting the organization of drainage districts, great progress has been made, and upwards of a hundred thousand acres are now being served by the ditches of the several districts.

Galveston County has issued half a million dollars of bonds to be used in paving the highways in the county. For this purpose the shell dredged from Galveston Bay is used, and the dredging of this shell, for use locally and in other counties, is one of the important industries.

In 1882 Galveston County had taxable property valued at \$18,661,249; in 1893, \$25,384,250; in 1903, three years after the great flood, \$21,895,950; and in 1913, \$41,320,509.

Some of the agricultural statistics regarding this county, taken from the report of the last census, are as follows: In 1910 the total number of farms in the county were 947; of an approximate area of 252,800 acres, about 50,000 acres were occupied as farms, and about 19,000 acres in "improved land." The chief items in live stock enumerated were: Cattle, 19,240; horses and mules, about 3,000; and poultry, 33,243. The acreage of crops was not large. There were 903 acres of corn; 2,037 acres of rice; 4,324 acres of hay and forage crops; with a small but valuable acreage in potatoes and sweet potatoes. In orchard fruits the number of trees enumerated were about 12,500, while in tropical fruits, chiefly figs and oranges, the total of trees was about 83,000.

CITY OF GALVESTON

The City of Galveston is located on the east end of Galveston Island, in Galveston County, situated on one side of Galveston Bay, including the Port of Galveston. Galveston Island and Bay from the earliest period of exploration and colonization was frequented and the locality was brought into notice by some of the larger events of early Texas history. In 1816 Commodore Aury arrived in Galveston, and made it a general rendezvous for vessels cruising against the Spanish commerce of the gulf. Soon afterwards it became a center for the operations of the great pirate, Lafitte, who occupied the east end of the island early in 1817 and with his followers established a town, with a few frame buildings. General Long, who headed an expedition into Texas in 1819, made his headquarters for a time at Point Bolivar, and endeavored to enlist Lafitte as a partner in his enterprise. But in the meantime the United States Government had directed that the pirate Lafitte should be driven from the south coast and in May, 1820, all the buildings of the pirate's capital were burned and Galveston was thus rid of its unique distinction. General Long continued to occupy the site of Lafitte's fort for a time, and after he departed on his disastrous expedition to Mexico, his wife remained at Bolivar until informed of his death. Thus for many years Galveston was practically uninhabited, and nothing of importance occurred until the early years of the Revolution.

In 1830 the Mexican Government provided for the establishment of a military post and custom house for the Galveston Revenue District, and the Port of Galveston first came into official existence at that time. On the site of Lafitte's fort a small building was erected for the custom house, but in the following year the collector moved his headquarters to Anahuac, on the other side of the bay, and once more Galveston Island was abandoned. The Texas Provisional Government in December, 1835, provided for the formation of the Galveston Revenue District and the establishment of the Port of Galveston Bay as a port of entry. About the time of the battle of San Jacinto, in April, 1836, the officers of the Texas Government assembled on Galveston Island, and it was the temporary capital for about three weeks.

A number of foresighted speculators understood the importance of Galveston Port as the most eligible harbor on the Texas coast, and early made plans to occupy and develop the island as a townsite.



MOSQUITO FLEET AT GALVESTON

One of the early laws of the Republic provided for withdrawing all islands along the coast from entry by settlers, but the Government needed money, and in the keen competition among investors to secure a portion of Galveston Island, there was an opportunity to raise funds which were hardly available from any other source. Under the Mexican rule, Michael B. Menard had located as agent for another party in 1834, a league and labor of land on the east end of Galveston Island, and Menard and associates became the most active bidders for the site under the Republic. In addition to the strong prior claim under the Mexican law, they offered a large sum of money for a validated title. In December, 1836, Congress approved the transfer of this land to Menard and his associates for the sum of \$50,000. Certain lots at the extreme end of the island were reserved for public uses. Soon afterwards Menard and associates organized the Galveston City Company. According to one authority, the first plat of the city was made in the summer of 1837, and in 1838 the City Company began a vigorous exploitation of the site. The organization of the

county in 1838 gave it the additional prestige of the seat of local government. The first city charter was granted in January, 1839.

The situation of Galveston destined it for a port city, a gateway for the export and import commerce of Texas. Here was the safest and largest natural harbor along the Texas coast, and behind it were for many years the most populous and most productive counties. For a period of nearly forty years Texas was isolated from the rest of the world except by water and overland-wagon ways of transportation, a period in which population and development "went to fringe," that is, were concentrated along the waterways and the few other available routes of traffic. The planters who could soonest and most cheaply get their cotton and sugar to the ocean carriers were the most prosperous, and that point where the commerce of the land passed the most conveniently to the commerce of the sea had the greatest advantages and the best prospects. A harbor where the products of farm and factory and the varied merchandise of distant cities are interchanged is always one of the most eligible sites for a city. This from the beginning was the essential character of Galveston as a commercial center, and the foundation of the city was its harbor front.

The Galveston City Company pursued a liberal policy, not only donating lots to first settlers for building upon them, but also granting port privileges for the sole consideration of building wharves, so that by constructing a rude projection from land to deep water those who availed themselves of the privilege secured a property of permanent and increasing value. Probably the first wharf was built in 1839, and in successive years a number of others were constructed until a large portion of the water front was occupied by dock facilities owned and operated by private individuals or by mercantile and shipping firms. The dominant factor in the shipping business of the city for many years has been the Galveston Wharf Company, which was organized June 26, 1854. This company possesses one of the most profitable commercial privileges along the entire American seaboard, and has developed unrivaled facilities for efficient handling of the great traffic that passes over its railroads, into its warehouses, and across its docks into the vessels of the world's commerce.

The development of a commercial city around the Port of Galveston began in the late '40s and early '50s. The building of the wharves above mentioned was only part of general activities, and at the same time cotton factors and mercantile houses for supplying the inland towns were established on the island. The ships of the world brought goods to this port and carried away the domestic products, and to utilize the advantages of the situation it was necessary that facilities should be offered to attract products of the plantations directly to this coast city, whence the consumers in the interior should also draw their supplies. In so far as Galveston has been able to realize this end has been the measure of the city's commercial prosperity.

One of the first needs was the connection of Galveston with the interior, so that the produce from the inland farms might flow readily to market on the island city. For, while Galveston Harbor was the

berth of most of the ships engaged in the Texas trade, there were rival towns that competed for the prestige of concentration and distributing centers, Houston being the most persistent of these competitors. Eventually the contest between these cities became a struggle for control of the inland transportation facilities, and during the last seventy years the advantage has several times shifted from one to the other. At the beginning the trade of the Brazos Valley was the richest commercial prize of Texas, and for several years it centered at Houston and the towns along the lower course of that river. Toward the close of the '40s Galveston began to win a large share of this business. About that time there was projected a canal to connect the mouth of the Brazos with the western arm of the Galveston Bay, and during 1851-53 the Galveston and Brazos Navigation Company made the first cut, ten miles in length, with a six-foot channel, and a few years later two regular boats were plying this route. This diverted a considerable part of the cotton and sugar originating along that river into Galveston markets, but by 1855 the first Texas Railroad had been completed from Harrisburg to the Brazos at Richmond, and two years later the Houston and Texas Central Railroad was extended from Houston to tap the region of the Upper Brazos. Thus Houston possessed the better advantages because of superior transportation. Up to this time Galveston Island was isolated from the mainland except by boat across the bay, and was greatly handicapped for this reason in its growth as a market town. In 1856 the construction of the first railroad, the Galveston, Houston & Henderson, from the bay to the interior was begun, and was completed to Houston in October, 1858. A steam ferry operated between the railroad and the island until the first bridge over the bay was completed in 1859. The two-mile stretch of open water between the island and the mainland has always constituted a serious obstacle to commerce. The first bridge across the bay was destroyed by a storm in 1867, but was restored in the following year. The railroads built other bridges, and in 1892-93 the county constructed a steel wagon bridge. All four bridges were demolished in the storm of September, 1900. The Santa Fé bridge, being the least damaged, was repaired, and for ten years constituted the only connecting link between the island and the mainland. In 1907 Galveston voted a special tax to pay the interest and sinking fund on bonds, the proceeds of which should pay for the construction of a permanent causeway and bridge over the bay. The county and railways adopted a plan for this causeway in March, 1908, and the contract for construction was let in July, 1909. At a cost of \$1,500,000 the great causeway was completed in 1911. It has been called a triumph of concrete construction. At each end for some distance a solid concrete causeway extends out into the bay while the central section rests on great columns reaching far down under the water, and over and spanning the navigable channel is a lift-bridge section. In its total length it is slightly more than two miles long, and is 154 feet wide except at the bridge, where the width is 66 feet. It accommodates four railroad tracks, an interurban car track, and a roadway for vehicles and pedestrians.

By 1860 Galveston was both a railway terminal and a Gulf port.

The population of the city according to the census of that year was 6,537, and in general improvement and institutions the city was as well advanced as any Texas city of the time. Galveston was probably the first Texas city to obtain authority from the Legislature to levy a special tax for the support of schools. The system was tried in 1846, but conflicting interests and the apathy of the city government towards the institution finally resulted in the special tax not being levied, when the schools necessarily came to a close. The first successful educational efforts were those inaugurated by the Catholic Church, under Bishop Odin, who founded St. Mary's College. Of churches there were eleven organizations by 1860. From the beginning of the city a city hospital has been maintained. The site of this old hospital in 1887, as a result of the donation of fifty thousand dollars by the Sealy estate, was given by the city for the location of the John Sealy Hospital. A market square was provided and the first market house was erected about 1846-47. The first organization for fire protection was perfected in October, 1846. In 1858 the Galveston Gas Company was organized and the plant put in operation the following year. A notable building completed just before the war was the old brick Federal or Postoffice Building, begun in 1859 and completed about January, 1861, and said to have been the first federal building for civil uses erected in Texas.

Like many other towns and counties of Texas, Galveston was fairly started on a career of development and progress when the war began. From its position Galveston suffered more than the inland communities. The blockade of the southern ports was one of the most effective measures adopted by the North in the war, and though the Federal army never succeeded in their invasions of Texas, it was possible to guard the ports and quite stop all export and import trade. The blockade at Galveston began in 1861, and in August a Federal steamer attacked one of the batteries on the island, it being the first occasion when hostile shells fell in the city. In October, 1862, a force of marines was landed from the Federal fleet, entered the city, and raised the flag over the new custom house, but did not attempt to maintain a garrison. The Federal gunboats remained in the harbor for several months, until the Confederates recaptured the harbor and its defenses on January 1, 1863. From that time on Galveston remained in possession of the Confederate forces, though the Federal fleet closely invested the harbor approaches. In the latter part of June, 1865, the port was re-opened. Business was almost at a standstill during the war. The last boat to clear left the harbor in June, 1861, and for four years almost the only boats in the harbor were the gunboats of the opposing forces.

In 1867, when business had begun to revive, two other calamities befell Galveston. That was a year when yellow fever was epidemic throughout Southern Texas, and in the fall occurred one of the disastrous storms which destroyed much property in the city and harbor and wrecked the bridge across the bay. In spite of these circumstances, Galveston enjoyed great growth during the decade. The census of 1870 gave a population of 13,898, more than double that of 1860. Foreign and coasting trade had quickly returned after the

war, and the business of the port was estimated at four or five times what it had been before the war.

During the decade much was done to strengthen the commercial power of the city. During that time the Federal Government first began appropriating money for the improvement of the harbor, though the results were not important until the systematic plan was adopted later. The Galveston citizens originated the Gulf, Colorado and Santa Fé Railroad, the construction of which was begun at Galveston in 1875. This was planned to penetrate the central region of the state and draw its commerce directly to Galveston without the necessity of paying tribute to Houston. The Santa Fé did much to make Galveston an independent railroad terminal, free from the restrictions imposed by its business rival on the Bayou. The consolidation of the Galveston, Houston & Henderson Railroad with the Gould System also did much to increase Galveston's importance as a terminal city. In the same decade much municipal improvement was begun. Up to that time little had been done to grade the site of the city and remove the low places which constituted a source of disease. Galveston still has some of the landmarks dating from that era of improvement, notably the Cotton Exchange and the old Tremont Hotel. The beginning of the city's street railway system was made in 1867, when a line was put in operation along Market Street. Galveston had no waterworks until 1889. A few years previously a private company had constructed a small plant to supply a portion of the down town district for fire protection, salt water being forced through the main when emergency required. An issue of bonds for the construction of waterworks was approved in October, 1887, and the construction of the plant begun in 1888. The source of supply was artesian wells sunk on the island, but that was soon proved inadequate and unsatisfactory, and about 1896 the city provided a new system. Ground was bought at Alta Loma on the mainland, a pumping station erected there, and the water conducted by mains across the bay for a distance of about fifteen miles to the city station.

No account of the City of Galveston could omit some reference to the great storm of September 8, 1900. In 1837 a severe storm of wind and wave had swept the rude houses which then comprised the little settlement into the bay, and again and again the city was visited by the elements of wind and flood. The ravages of earlier times were repaired and were forgotten. History might also overlook the storm of 1900 if it were not for the fact that out of that calamity arose new forces whose influence is significant not only in this city but throughout America.

The terrific wind that reached its climax of force at Galveston on Saturday, September 8th, drove the waters of the gulf completely over the island. The wind wrecked hundreds of the larger buildings, and wind and wave together devastated almost the entire area on the east and south sides of the city. Frame dwellings were swept from their insubstantial foundations and tossed about like small boats on a reef, while even the solid structures of brick and stone did not escape without damage. Thousands left their homes, wading through the swift current in the streets, and found security in the schools and

other solid buildings. But many failed to realize the danger until too late, remained in their frail houses, and in the final wreck were drowned or crushed among the falling timbers. The death losses were never officially totalled, but it is estimated that more than five thousand people lost their lives. On the Sunday following, when the flood had withdrawn almost as quickly as it came, the city was a ruin. Fully half the improvement values were destroyed, and the estimate of property loss was placed at over seventeen millions. Thousands of the inhabitants, especially the women and children, were taken from the island as soon as possible, but the permanent exodus was probably not so large as has often been stated. It is remarkable that in the face of such catastrophe the great majority of the citizenship and the business interests had no other thought than to restore their homes and institutions, and in less than two weeks the railroad and other transportation interests had cleared away the wreck and were performing their regular functions.



HOUSTON AUDITORIUM

For a brief period the city was policed by state troops, until the local authorities were able to resume control. The reconstruction of the wharves and warehouses and other terminal facilities was immediately undertaken by the corporations interested, and the restoration of individual homes to a large extent was a private problem. But the crisis demanded means and measures far beyond the resources of citizens and business corporations. The community had a work to perform as well as the private citizen. In the first place, every department of municipal service had to perform extraordinary duty, with efficiency and readiness to meet the emergencies of the time. Second, in the face of a large bonded and current indebtedness and destruction of the values which secured them, extraordinary measures were required to restore the city credit and provide the funds for rehabilitation. Third, the future integrity of the city had to be safeguarded by all the ingenuity of human wisdom and the resources of the present and the future.

In the working out of the first problem, the citizens went back to the fundamental principles of civil society that in a crisis full and untrammelled authority is given to the chiefs or leaders of the community. In this case, while many individuals deserve credit for their work, the main responsibility was borne by a quasi-official organization, without real political authority. The deep water committee of fifteen members, had come into existence for the purpose of promoting the deep water movement at Galveston, and as such represented the general business interests of the community. Upon these men fell the task not only of reorganizing the administrative and fiscal affairs of the city but also of planning for the future. This committee was in almost continuous session during the weeks following the storm, and it was largely through their direction that the various relief funds were applied and a systematic management evolved.

A special committee of the larger body, R. Waverly Smith, Farrell D. Minor and Walter Gresham, originated and drafted the plan of government which has since been known as the "Galveston idea." It had precedents in the methods adopted by other cities during emergencies, chiefly at Memphis after the yellow fever epidemic of 1878, but here for the first time the plan became the basis for a permanent municipal government. The controlling idea was the creation of a governing body which should conform, as near as possible, to the organization of a great business corporation, providing the duties, sharply defining the responsibilities and through the heads of the various departments concentrating both power and responsibility.

A new city charter was drawn up and submitted to the Legislature. The original charter was approved April 18, 1901. The essential provision was for the creation of a city government by five commissioners, three to be appointed by the governor and two elected by the citizens. The commission was granted "control and supervision over all the departments of such city," with the power to appoint and discharge all other employes engaged in municipal service. The city government in all its departments was thus concentrated under the responsibility of five men. The charter bill encountered much opposition in the Legislature, and as it did not receive a two-thirds vote, the charter did not go into operation until ninety days after the adjournment of the Legislature. Thus twelve months elapsed after the storm before the city government passed into the hands of the new commissioners, the new charter becoming effective September 18, 1901.

Under the original charter the commission was given both criminal and civil jurisdiction in the city. A few months later, an arrest and trial in the City Court was followed by an appeal to the District Court, on the ground that the majority of the commissioners, being appointive officials, had no constitutional authority to sit on a local tribunal. The Court of Criminal Appeals of the state upheld the contention. The commission government having been practically invalidated by this decision, the Legislature, then almost at the end of its session, was asked to amend the charter. Both houses acted promptly, and on March 30, 1903, the amended charter was approved. The important new feature provided for the election of all five commissioners by the voters of Galveston, and, thus representing the will

of the people, they became competent in the exercise of both criminal and civil authority.

Since the inauguration of the Galveston plan many other American cities have adopted the so-called commission form of government, with various modifications to suit local needs and also with varying degrees of successful operation. Whatever the results may have been in other cities, it is generally conceded that the men elected in 1901 to administer the affairs of Galveston, undertook their task with such energy, business efficiency and public honesty that adverse critics of the plan could find nothing but commendation for the results of their work. They introduced rigid economy in disbursements, and at the same time reorganized the tax collection department, so that with a greatly reduced volume of property subject to taxation, and with a moderate increase of tax rates, they were able to pay off the floating debt and run the city entirely from its current income, and, furthermore, actually reduced the aggregate bonded debt. The new government inherited a large bonded debt from previous administrations, and with very limited improvements to show for the expenditure. Besides co-operating in the great works of constructing the sea wall and the raising of the grade of the city, the commission government rebuilt the city hall, rebuilt the waterworks pumping station, extended the water system, repaved with brick all the streets in the business section, constructed a large amount of rock and shell roads, provided for drainage and extension of sewer system, and at the same time raised the credit of Galveston bonds in commercial markets so as to command a place among high-rate municipal securities.

The construction of the great sea wall and the raising of the grade over a large portion of the city's area have been properly regarded as among the greatest municipal enterprises undertaken by any American city during the present century. The city commissioners secured the services of a board of eminent engineers to plan a durable wall around that portion of the city exposed to the Gulf. In January, 1902, the board reported a plan for the building of a solid wall of concrete from the government jetties to the northeast corner of the city around the island as far as Thirty-ninth Street. Under an act of the State Legislature, the construction of this improvement was undertaken by Galveston County, but as about eighty per cent of the taxable property of the county was in the city, the burden of the improvement was carried by the latter. For that purpose the Legislature authorized an issue of bonds in the sum of \$1,500,000. The contract for the construction of the wall was let in September, 1902, and the first work was done in the following month. On July 29, 1904, the wall was completed to Thirty-ninth Street. The Federal Government then undertook the extension of the wall from that point, beginning in November, 1904, to the Fort Crockett Military Reservation on Fifty-third Street, and its part of the work was completed in September, 1905. Five years after the storm the city was fortified by a wall of solid concrete sixteen feet wide at the base, seventeen feet high and five feet wide at the top, with a concave outward face to break and turn back the force of the waves. The entire structure rests on a foundation of piles driven forty feet into the sand.

A notable feature in connection with the sea wall is the sea wall boulevard, a broad avenue, paved with cement sidewalk and brick roadway, and with a grassed terrace on the inside, all of which serves to strengthen the wall and provides one of the most perfect and attractive driveways in the world.

The general level of the city behind this wall was from ten to fifteen feet below the top of the wall. To raise the grade of all the lots and streets east of Thirteenth Street and south of Broadway in a gradual slope to the top of the wall, was the tremendous task allotted to the city, and practically completed during 1910. On January 30, 1903, the Legislature passed the "grade raising bill," by which the city was granted authority and means to undertake the work. To afford a substantial guaranty for the grade-raising bond issues, the state donated the state's share of the city's ad valorem taxes and also part of the poll and occupation taxes to pay interest and provide a sinking fund. The first donation, made by the act of April 19, 1901, was limited to two years from September 1, 1901, but the next Legislature extended the time fifteen years, so that until about 1918 a share of the state taxes will revert for the use of the city in redeeming these bond issues. Bond issues were made at different times to provide for the successive portions of the grade raising, and altogether the city expended about three million dollars for the work. The first contract was let in December, 1903. A canal was excavated around the inside of the sea wall, suction dredges out in the bay loaded barges with sand, and then the barges were towed into the canal and the sand pumped from them through a pipe line to the places being filled. All the houses had to be raised, sidewalks were placed on stilts, and for months large areas were inundated with the flow of sand and water until the required grade was reached. In 1909 and 1910 the filling was completed back to the canal, which also was finally filled in, and all traces of the work gradually disappeared, leaving the entire eastern portion of the city with a gentle slope from the sea wall to the bay on the north.

The population of Galveston at various decades has been: In 1860, 6,537; in 1870, 13,898; in 1880, 22,248; in 1890, 29,084; in 1900, 37,789; and in 1910, 36,981.

While many of the more conspicuous features of the city are the result of the area of improvement inaugurated after Galveston became a deep-water port in 1896, and subsequent to the flood of 1900, Galveston also has many institutions and on the whole stands a monument to a consecutive development beginning in the years before the war.

Few cities of the size have so many examples of private munificence. Several men who began their business career here and finally achieved wealth left permanent memorials in useful endowed institutions. George Ball, who came to Galveston in 1839 and became one of the city's leading bankers, in 1883 gave a fund of \$50,000 for education, and the Ball High School was erected in 1884, one of the best built and best equipped educational buildings in the state. John Sealy, another remarkable business man, provided that part of his estate should be used for public purposes, and in 1887 a fund was

given for the erection of the John Sealy Hospital. Henry Rosenberg, who rose from poverty to the possession of millions, left a large part of his fortune for philanthropic and public purposes, this fund having been used for the erection of the monument to the heroes of the Texas Revolution; numerous drinking fountains about the city; the Rosenberg Public School; the Letitia Rosenberg Home for Women; the Young Men's Christian Association Building, also given by Mr. Rosenberg; the Rosenberg Public Library, and the Galveston Orphans' Home. Brackenridge Hall, a dormitory for the women students of the Medical College was built from funds supplied by Col. G. W. Brackenridge of San Antonio. The Medical College is a department of the University of Texas, the main portion of which is located in Austin. Most of these institutions were founded during the last century, and therefore represent the business and philanthropic enterprise of the older Galveston. Several of Galveston's churches also received liberal donations from individuals. Galveston is particularly the home of many Catholic institutions, and for many years was the seat of the original Catholic jurisdiction over the entire state. Besides the Cathedral, there are a number of Catholic churches, academies and benevolent institutions.

For a number of years Galveston has been regarded as a resort both during winter and summer, and much enterprise has been manifested to improve the attractions and facilities of the city for this purpose. In 1910 popular subscriptions were made by the citizens, in amounts ranging from \$100 to \$50,000, for the erection of a splendid beach hotel, built on the south side of the island overlooking the boulevard and sea wall, and known as Hotel Galvez. This was built at a cost of \$750,000 and is regarded as one of the finest hotels along the entire Gulf Coast. At opposite ends of the sea wall are two military posts, Fort San Jacinto and Fort Crockett. Galveston has also come into prominence recently as the chosen point of concentration of troops and supplies for operations against Mexico.

The port of Galveston, as previously stated, has always been the corner stone of the city's commercial importance. It is on the water front where rail and water commerce meet, with its foreign and domestic shipping, the miles of docks and warehouses, with its network of railroad terminal, that the city has its primary reasons for existence, while back of these are the banking, brokerage, jobbing, railroad and marine agencies and many other business organizations.

The port of Galveston is much larger in extent than the city, and embraces an immense water basin, consisting of the Galveston Harbor proper, the Bolivar Roads, and also the broader expanse known as Galveston Bay, West Bay and other indentations, extending as far north as Red Fish Bar. Until a few years ago Galveston Island was the only adjacent land which was utilized for harbor facilities, but with the development of the greater port the Bolivar Peninsula and a portion of the mainland on the west, at Texas City, have become important sub-ports of the harbor.

The entrance to this great harbor basin is the channel leading from the deep waters of the Gulf between the eastern end of Galveston Island (Fort Point) and Bolivar Point. This channel was originally

obstructed by what was known as the "outer bar," and the average depth of water over it was about twelve feet. This was the primary obstruction to navigation, and though the prevailing depth in Bolivar Roads and elsewhere in the harbor was considerably greater the utility of the harbor manifestly was governed by the outer bar. The channel from Bolivar Roads to the Galveston City wharf front was obstructed by the "inner bar," over which the depth was about nine feet.

For a number of years after Galveston became a port its shipping trade was mainly carried in coasting vessels to New Orleans and New York, and few ships of heavy draft came to this port. During the '50s, when the foreign trade began and ocean carriers were built of larger capacity, the larger ships came to anchor beyond the outer bar, and the cargoes were taken to them in lighters. In 1859 a towboat was put in commission to draw the barges out to the deep water vessels, and this system of lighterage prevailed for over thirty years.

Under these conditions the usefulness of Galveston Harbor was greatly impaired. For many years this was the chief outlet for Texas products, and there were no means of avoiding the lighterage and other disadvantages incident to traffic through this point. But in the early '70s Texas was placed in communication with the North and East by railroad, and the rapid building of railroads during the following decade afforded numerous outlets for the commerce of the state. The result was that Galveston's commerce for a number of years did not increase proportionately with the growth of the state. Another fact that pertains to the commercial history of Galveston City during the period was the establishment of shipping lines that carried freight up and down the bay without stopping at Galveston's wharves. As long as the actual deep water was out in the gulf beyond the outer bar, and the lighter-draft shipping could proceed almost as easily up the tributary waters toward Houston as to the docks of Galveston, the latter city was at an obvious disadvantage in its competition for the commerce of this port.

The making of a deep-water port at Galveston was the work of a quarter of a century, and the needs of commerce have necessitated constant improvements and vast expenditures since the first plans were successfully carried out in 1896. The city itself had inaugurated the first important improvement in 1869 by the construction of a pile jetty from Fort Point for a mile into the gulf, the object being to deepen the water over the inner bar by scour. In the following year the United States Government appropriated money for dredging operations. In 1874 the Government adopted a plan for the construction of jetties in order to get eighteen feet over both bars, but the method of construction was unsatisfactory and little benefit followed. A new project was formulated by a board of engineers in 1880, with the design of securing twenty-five feet depth. The new plan provided for the construction of a south jetty about three miles in length, and a north jetty a mile and a half in length, but a failure to keep up regular appropriations to carry on a systematic plan of work again delayed the enterprise. Galveston suffered from the piecemeal method

of public improvement which has been more or less characteristic of Government enterprise at all times and all places, and at the end of eighteen years, although more than two million dollars had been appropriated by the Government and city, the depth of water on the outer bar was still only about thirteen and a half feet, and that on the inner bar twenty-seven feet.

In 1889, as a result of the demand of the West for a deep-water port, Congress authorized a board of engineers to select in a most eligible place a location for a deep-water port on the Gulf of Mexico, providing a harbor sufficient to accommodate the largest ocean-going vessels, commensurate with the commercial and naval necessities of the country. In the meantime the deep-water movement had spread beyond the City of Galveston, and had become the object of a determined campaign in many states west of the Mississippi. In the various conventions held throughout the West Galveston delegates were always prominent, and too much credit cannot be given to the enterprise of the deep-water committee, which worked so zealously and efficiently to accomplish its purpose, and subsequently, as already related, lent its services to the rehabilitation of Galveston after the storm.

The board of engineers, proceeding under the act of Congress of 1889, selected Galveston as offering the only harbor susceptible of improvement along broad enough lines, and in its report estimated that about six million dollars would be necessary, in addition to what had already been expended, to continue the jetties to the thirty-foot contour. In 1890 Congress authorized the expenditure of that amount, and appropriations were made regularly until the completion of the jetties in 1896. The jetties were completed in 1896, and at that time the depth of water over the outer bar was twenty-two feet. Improvements were continued in subsequent years until by 1909 a prevailing depth of thirty feet was secured. The jetties now extend between eight and nine miles from the inner harbor to the sea, and the roadway between has a depth ranging from thirty-five to eighty feet, while at least thirty feet is maintained over the outer bar. It is now planned to secure additional improvements which will increase the depth to thirty-five feet.

Between 1870 and 1909 the Government appropriated for the principal Galveston channel approximately eleven millions of dollars. In addition nearly a million dollars had been applied to the improvement of what is known as the Galveston City Channel, between the wharf front and the entrance to the jetties. The Texas City Channel and the Port Bolivar Channel are supplementary portions to the larger project. After deep water was secured in the Galveston Harbor, a private company undertook the dredging of a sixteen-foot channel to Texas City, but after 1899 the Federal Government included that channel in its general scheme of improvement, though the Texas City Company also continued to expend large amounts in the deepening of the channel and the construction of dock facilities. In 1913 the Texas City Channel was reported as having a depth of twenty-five feet. A large sum has been invested in terminal facilities and warehouses and

wharves, and the commerce of that port was estimated in 1913 at a value of more than sixty millions of dollars.

The Port of Galveston, including Port Bolivar and Texas City, in the value of its exports is the second port in America, ranking next to New York, and above New Orleans and Boston. The exports through this port to twenty-nine foreign countries during the year 1913 were valued at more than two hundred and fifty million dollars, and, owing to the short cotton crop and other causes, that amount was considerably less than the normal. Galveston stands as the greatest cotton exporting port in the world, its receipts during the fiscal year ending in 1913 having been more than four million bales. Other large items in its export trade are wheat and corn, cottonseed meal, lumber, oil, logs, staves and packing-house products.



HOUSTON SHIP CHANNEL & BUSINESS DISTRICT

CHAMBERS COUNTY

The territory of Chambers County was taken from Jefferson and Liberty counties and organized under the act of February 1, 1858. Thomas J. Chambers, for whom it was named, was the first and only superior judge of Texas before the Revolution, and at one time had a claim on the land about Anahuac. The portions of the county bordering Trinity and Galveston bays have been more or less permanently occupied since the beginnings of American colonization in Texas.

When the Mexican government established custom houses in Texas and undertook to collect duties, the collector of the "port of Galveston" resided near the mouth of the Trinity, and a fort was built there, in 1831, and given the name Anahuac. The old fort, built of brick from an adjacent kiln, was on the bay shore, and the outlines of its foundations could still be traced in recent years. About half way between this old post and the Town of Anahuac the Confederates during the war built Fort Chambers. The old Mexican fort and custom house played such a conspicuous part in early Texas history, especially in 1832 and 1835, that Anahuac is a name only less familiar than San Felipe, Goliad

and the Alamo. A short distance from Anahuac and in Chambers County is Turtle Bayou, where the "Turtle Bayou Resolutions" were drawn up.

Anahuac in 1836, according to the diary of a traveler in April of that year, was "dilapidated, but must eventually be a place of considerable business." Mrs. Holley's Texas (1836) says: "This town was at first known by the name of Perry's Point, until the ancient title of the City of Mexico was bestowed upon it at the time it was occupied by a Mexican garrison. * * * It contains about thirty houses besides the building erected as barracks for the soldiery." About 1908 Anahuac was chosen the county seat after a spirited contest, which was finally settled by the courts, and there has since been quite a revival of business there. Before the organization of the county in 1858 the Town of Wallisville, on the Trinity, had become a center of business and population, and was the first county seat.

The county has developed no important towns, and had no railroad until 1896, when the Gulf & Interstate was built. Thirty years ago Wallisville and Turtle Bayou were the only centers of trade, and at that time Wallisville had a small ship yard and a steam sawmill. Lines of boats furnish transportation for Wallisville and the county seat. Stowell is the most important town on the railroad.

Population in 1870 was 1,503; in 1880, 2,187; in 1890, 2,241; in 1900, 3,046 (829 negroes); and in 1910, 4,234. Taxable values for different years have been: In 1870, \$262,850; in 1882, \$450,248; in 1903, \$1,190,627; and in 1913, \$3,206,115.

For many years outside of the manufacture of lumber and other timber products, the chief industry was cattle grazing on the coastal prairies which comprise the county's area. In later years rice culture and truck farming have come into economic prominence. In 1882 the assessors found about 29,000 cattle in the county, besides other live stock. The numbers of live stock reported at the census of 1910 were: Cattle, 22,324; horses and mules, about 3,200; and poultry, 23,618. There were 593 farms as compared with 327 in 1900, and out of a total area of 395,520 acres, 180,566 acres were occupied as farms, with about 54,000 acres of "improved land." The one leading crop was rice, the census report giving an acreage of 18,488, while corn had 2,876 acres, and a small acreage was given to potatoes and sweet potatoes. The Texas Almanac for 1914 estimates the rice acreage in the county as nearly 30,000, and also states that truck farming along the railroad occupies the attention of most of the inhabitants.

JEFFERSON AND ORANGE COUNTIES

Jefferson and Orange counties in extreme Southeast Texas, have had a somewhat distinctive development, due to their geographical situation and to the special resources of nature either within their boundaries or advantageously available from adjacent counties. The lumber industry was first developed on a commercial basis at Beaumont and Orange; the Neches and Sabine rivers afforded facilities for an early commerce; rice growing in Texas was first transplanted to this area from the neighboring Louisiana; Spindle Top, south of Beaumont, brought Texas into fame as a petroleum center.

The costal prairies which constitute the greater portion of the area of this region favored the early grazing industry, while the stand of merchantable lumber caused this to be the first point of attack for the sawmilling and lumber interests, but a permanent population came slowly. The rivers and proximity of the gulf made this field apparently attractive for the exploitation of town sites destined to become seaports and centers of commerce and industry—all prospective—and a number of such enterprises might be cited.

Before the Texas revolution the principal settlement between Liberty on the Trinity and the Sabine was the "Cow Bayou settlement," in what is now Orange County. During the Mexican regime the settlement had been attached as a precinct to the Liberty municipality in 1832, but in the fall of 1835 the separate municipality of Jefferson was organized. However, as the municipal boundaries were defined in the same year they included no portion of what is now Jefferson County, but only the country lying in the angle of the Neches and the Sabine, now forming Orange County. When three commissioners selected the seat of justice they called the site "Jefferson," which in the *Texas Telegraph* of September 9, 1837, was referred to as "the former county seat," on the east bank of Cow Bayou and containing about a dozen houses.

When the boundaries of Jefferson County were defined by act of Texas Congress December 21, 1837, they included all the territory now Orange County, the south half of Hardin County and extended west over a portion of Chambers County. Orange County was not set off until 1852.

The population of Jefferson County in 1850, before Orange was cut off, was 1,500 whites and 269 negroes. Population for the former county since then has been: In 1870, 1,906; in 1880, 3,489 (1,199 negroes); in 1890, 5,857; in 1900, 14,239 (3,945 negroes); in 1910, 38,182. Similar statistics for Orange County are: In 1870, 1,255; in 1880, 2,938 (463 negroes); in 1890, 4,770; in 1900, 5,905 (1,018 negroes); in 1910, 9,528.

The assessed wealth of Jefferson grew from \$629,118 in 1870 to \$4,969,800 in 1898, and to \$40,122,986 in 1909. In Orange County there was \$804,145 worth of assessed property in 1882, and \$7,368,781 in 1909.

Orange County may well claim credit for being the pioneer seat of lumber milling, which was developed on a commercial scale at Orange soon after the Revolution. During the '40s a large part of the product was sent to Galveston and to towns in the prairie regions. Mills have been operated in the county for the past seventy years. In Jefferson County, and the same was true of Orange to only a less extent, stock raising on the prairie ranges and some farming of cotton and corn were the chief activities of the inhabitants before the war.

In the matter of transportation these counties were more fortunately situated than the more inland districts before the railroad transformed conditions. The waters of the Neches and the Sabine floated a large volume of lumber and logs, grain and other products to market during the '40s and '50s, and promise of still better things was given when, just before the war, the Houston & New Orleans Railroad was completed from Houston to Orange. The distractions of war times annulled this promise, and the road, which was partly destroyed in 1865, was not

reconstructed and operated until 1876. A railroad had been built from Sabine City north, but its track was torn up and some of the rails and other material used in 1863 in fortifying Sabine Pass.

Thus development was interrupted at the beginning. Even in those years the lumber interests supplied much of the money sorely needed by the settlers. A young soldier who left his trade at the beginning of the war returned to find all industry paralyzed, and provided means for his support by cutting staves in the woods. This was one case in many. At Orange, according to the Texas Almanac for 1861, were four or five sawmills, "and large quantities of lumber and shingles are sent from here to Galveston and more western seaports." Then in the same publication for 1867 a writer mentions the presence of a few freedmen in the county, "and what few there are employ themselves in making shingles, which are rafted down to Orange and Bunn's Bluff on the Neches." In 1866 two sawmills at Beaumont were making lumber for West Texas, and a small shipping trade went through Sabine Pass.

As the total population of the two counties in 1870 was little over three thousand, and in the following ten years increased to only about six thousand five hundred, it can be assumed that the economic conditions were very slowly advanced. Some improvement came when the Houston & New Orleans resumed operation in 1876, but it is worth noting that this line had no eastern outlet across the Sabine. The rehabilitation of that road and of the Mobile, New Orleans & Texas into a trunk line from New Orleans into Texas began in 1872 under the masterly direction of Commodore Charles Morgan, but the enterprise was not finished until 1880. In the meantime Orange and Beaumont were comparatively isolated commercially, except toward Houston and by the old trade routes of river and gulf.

When the markets of the East were opened through the New Orleans road, there came a marked revival and development along all lines. In 1881 nine lumber mills and six shingle mills were in operation at Orange, making it the chief center for this class of manufacture in Texas; while at Beaumont in 1882 were five sawmills, three shingle mills and three planing mills.

The construction, about 1882, of the Sabine & East Texas Railroad from Sabine through Beaumont into the heart of the lumber district of Hardin and Tyler Counties gave a great impetus to the industrial growth of Beaumont. Sabine Pass, at the southern terminus of this road, was a town of several hundred people at that time, and the second place of importance in Jefferson County. It was on the pass connecting the gulf with Sabine Lake. From the early settlement of East Texas this had been the port for the steamboat traffic up the Neches and Sabine rivers, and before the war considerable quantities of cotton, naval stores, cattle, hides, lumber and shingles had been exported through this channel. After the war it was estimated that the traffic was hardly one-fourth of its former volume, and in the era of rapid railway building during the '70s there was a further decline. The depth of water over the bar in 1866 was from seven to eight feet. In 1875 the Government began appropriating money for the improvement of the channel, and by 1882 vessels of twelve-foot draft could pass through. In 1883 was

begun the construction of jetties across the outer bar, a work that was completed in August, 1885.

By 1882 the Sabine & East Texas had been extended north seventy-five miles through the heart of the long-leaf pine area. This undoubtedly tended for a time to increase the activity of Beaumont as a lumber manufacturing point as well as a center for general commercial distribution. Later, however, the lumber mills and logging operations were brought closer together, and both Beaumont and Orange lost some of their prestige as milling centers.

Aside from the lumber interest, the chief source of wealth thirty years ago, and to only a less degree was it so up to the beginning of the twentieth century, was cattle. In 1882 the assessment rolls of Jefferson County showed about forty-seven thousand cattle, six thousand horses and mules. In 1910 there were less than thirty thousand cattle and about seven thousand horses and mules; but in the meantime the old range was much broken up, and stock raising revolutionized. In the early '80s all kinds of stock were raised entirely on the native grasses on the open range or in enclosed pastures, and cattle spent the entire winter on the coast marshes and prairies. The presence of markets at New Orleans, Galveston and Houston made the business particularly profitable.

The greater part of both counties is level, and south of Beaumont and Orange this level was originally one expanse of coast prairie. The soil is generally described as dark loam, "hog wallow," and various grades of sandy. Under the dominant influence of lumbering, farming was comparatively neglected until the present century. Crops of corn and cotton had been grown, some successful experiments have been made with citrus fruits, and the production of other fruits and vegetables has received increasing attention. But it was rice cultivation more than any other agricultural crop that brought wealth to this district.

Rice was cultivated in South Texas as early as 1850, when a total of 110 acres was grown. The low coast or river bottoms were used, and no artificial irrigation employed. This "providence plan" characterized rice growing in Texas until recent years. No development of the industry on a commercial basis was attempted, and for twenty-five years after the war not enough rice was raised to deserve mention in the agricultural statistics of the state. Even in 1890 only about 135 acres were in rice. But Southwestern Louisiana had for a number of years been producing large quantities of rice, and a natural expansion eventually caused the industry to cross the Sabine.

In 1892 the Beaumont Rice Milling Company was established. That was an important event, and the rice area increased rapidly, though for several years confined to Orange and Jefferson counties. The coastal prairies from the Sabine to the Nueces are the best adapted for this crop. In 1899 300 acres were planted about Eagle Lake in Colorado County, and in the next year the counties of Jefferson, Orange, Liberty, Chambers, Harris, Colorado, Wharton and Matagorda were all in the rice belt. The acreage in 1895 was estimated at two thousand, while by 1900 about seventy thousand acres were harvested, the crop having grown in those years from 2,000 bags to half a million bags. By 1909 the area

planted to this crop had increased to upwards of three hundred thousand acres, the value of the crop to \$8,000,000, while many millions were invested in the land, the machinery, and the irrigation systems. Practically all the counties between the Sabine and Nueces are now intersected by canals for irrigating the rice fields. In some cases the water is drawn from the rivers by gravity flow, but for the greater part is pumped from streams and wells into the main ditches. The canal companies have large pumping plants and operate on an extensive scale, but some individual growers employ a single artesian well and gasoline engine pumps to supply their fields.

In Jefferson County about sixty thousand acres are now under ditch for rice, and the production is said to be about seven hundred thousand barrels a year. Rice is still the chief agricultural crop in Orange County, where there are four or five canals, able to irrigate about thirty thousand acres. Since the first mill was put up at Beaumont more than twenty years ago, others have been established at Houston, Bay City, Eagle Lake and elsewhere. Though rice culture is subject to the fluctuations that occur in other agricultural industries, it is beyond doubt permanently established in Texas.

By the beginning of the century the cutting of lumber in Jefferson County had become a vanishing industry, while other counties were sharing in the wealth of rice cultivation. Then suddenly, in January, 1901; the discovery of the remarkable gushing oil wells south of Beaumont at Spindle Top gave an impetus to the oil industry in Texas, which in a few years placed the state in the fourth rank of oil-producing states in the Union. The original well, the Lucas, began to flow at the rate of 70,000 barrels per day, which was without precedent in this country. The entire Spindle Top pool was beneath an area of only about two hundred acres, yet upwards of forty million barrels of oil were sold from that group of wells in about six years, besides the large amount wasted and consumed by fire. No productive area was found in the immediate vicinity around Spindle Top, though speculators invested great wealth in innumerable "dry holes." Within the narrow limits of the oil territory more than twelve hundred wells were sunk. Ten years after the discovery, oil production from Spindle Top averaged about six thousand barrels a day. Aside from the sudden and spectacular accession of Beaumont and vicinity to wealth and fame through this strike, and the temporary exaltation of all values to an unprecedented height, the oil industry has brought a great and apparently permanent source of prosperity to Jefferson county. This is due not only to the actual production of oil within the county, but still more to the fact that Beaumont and Port Arthur have developed as centers of the oil industry for the Southwest. Pipe lines from Oklahoma and the various Texas oil fields concentrate here, refineries have been built, and the liquid wealth is poured into the tank steamers which go from the docks of Port Arthur to the central markets of the world.

The first mention of Beaumont is found in the Texas Telegraph of October 26, 1835: "A town has lately been laid out on the tidewater of the river Neches at a place known by the name of Tevis's Bluff * * * It has received the name of Beaumont." It was incorporated as a town by act of December 16, 1838. On the day the battle of San Jacinto

was fought, Beaumont was described by a traveler (Col. W. F. Gray) as a place of three or four houses, the collector of customs being the chief proprietor of the site. At the same time another town builder, Thomas F. McKinney, had platted at the "lower bluff" near the present Port Arthur a town called Georgia, but its destiny was oblivion.

The subsequent fortunes of Beaumont have been chiefly determined by lumber, rice and oil. During its first twenty years it was the county seat, and coincidently the chief place of local mercantile enterprise. The railroad in 1860 served to fix its position, and about the same time the lumber mills further localized industry. With the revival of business after the war the lumber industry in its various branches, supplemented by the railroad building and extension of the late '70s and early '80s, furnished more revenue to the local population than any other source.

Population in 1880 was 1,620; in 1890, 3,296; and in 1900, 9,427. From 1890 to 1900 lumber milling as a local industry reached its high tide. Of less value comparatively, but rising rapidly in importance, was



HOUSTON SHIP CHANNEL

rice production, with Beaumont as the milling center. The building of railroads during the last decade of the century tended to concentrate at Beaumont, and increase its importance as both a manufacturing and distributing center. The old Sabine & East Texas had become a branch of the Southern Pacific and had been extended as far north as Nacogdoches. The Gulf, Beaumont & Kansas City had been built primarily as a lumber line and had become a portion of the Santa Fé System, reaching north toward San Augustine. The Kansas City Southern had been opened through Beaumont to Port Arthur in 1898.

Such were the chief economic factors up to the close of the century. Beaumont was one of the flourishing small cities of Texas. To the outside world, except in lumber circles, it was an obscure town. In January, 1901, came the oil strike at Spindle Top, and in a few days the name Beaumont was sounded familiarly in street and office and home in the Americas and even in Europe. "Beaumont suddenly became the center of attraction for every person able to reach the town by both freight and passenger trains. Men eager to get on the scene of opera-

tions and who were unable to make passenger-train connections would bribe freight conductors and brakemen, and, if need be, steal their way over the railroads to the town on the Neches River in Southeast Texas, which was rapidly filling with excited and reckless speculators from all points of the compass, and who soon bought up all the available oil land, formed stock companies, contracted for wells, and began selling stock shares and drilling for oil." Money for investment poured in from New York, London and Paris. Twenty thousand strangers came to the town of 10,000 the first week. As the resulting conditions, which there is no attempt to describe, were in the highest degree abnormal, they were also temporary. But with the daily fluctuations of individual fortunes, there came a material growth of the city which has been permanent beyond the experience of most "boom towns."

More than a year after the first oil discovery the city was described as having the appearance of an immense construction yard, the streets in some places being almost impassable from the accumulation of building material. At that time Pearl Street was improved with a number of four, five and six story office buildings, constructed with the most modern improvements. When the frenzy of speculation had subsided, Beaumont still possessed a large reserve of resources sufficient to maintain the new standards raised in the sudden access of prosperity. Since then the city has settled down to a more sober existence. It is one of the busy centers of the state. With oil, lumber and rice as the background of its activities, it has a strategic position as a railroad point, has acquired a number of manufacturing plants beside those concerned with the three staples, and is a growing jobbing and retail center.

Some figures of taxable wealth illustrate the growth of the city during the first decade of the century. In 1900 the property values were \$2,513,470; in 1903, \$9,301,230; and in 1909, \$13,200,000. In municipal improvements and general building growth, Beaumont has the aspects of a new town, and at the same time deserves rank in this respect with the leading cities of the state. Few of the blocks in the business center are more than twenty years old, and in the last decade the modern type of business structure, from four to seven stories, has become common. Almost all the streets in the business section are paved with brick, and the city possesses many modern facilities, street-car system, waterworks and excellent public buildings. One feature in which it rivals other large Texas cities are the numerous small parks about the business district.

Port Arthur was founded on Sabine Lake as the terminus of the Kansas City Southern Railway, completed in 1898. The town received a great deal of advertising throughout the country, and its development was rapid, the census figures of population being 900 in 1900, and 7,663 in 1910. In less than a decade there were street railways, waterworks and other modern improvements, and the city was surrounded by oil refineries, great tank fields, and the complex activities of one of the greatest oil-transportation districts. The Port Arthur Ship Channel Company in March, 1899, completed a twenty-five-foot channel from Sabine Pass along the west side of Sabine Lake to the harbor just south of Port Arthur. This channel later passed under the control of the Federal Government. With the building of railway terminals, Port

Arthur has become the chief concentration point for the oil industry of the Southwest. The total volume of commerce has made Port Arthur twelfth in rank among the nation's ports in value of foreign exports. The value of the commerce passing over the docks for the year ending June, 1909, was \$17,578,949, cotton and oil furnishing all but about four millions.

NEWTON COUNTY

The act of April 22, 1846, created Newton County, from the east side of the original Jasper County. The citizens having failed to establish a county seat, the Legislature on February 10, 1848, enacted that it be located on "a tract of land belonging to John R. Burke," and be named "Burkeville." Burke donated the land for the county grounds. The northern part of the county, being an agricultural district, was first settled, some of the old Bevil colonists being among the early inhabitants. The southern half of the county is low and even yet is sparsely occupied, requiring considerable drainage. Thirty years ago it was stated that only about one-twentieth of the county's area was cleared out for cultivation, and probably that was an exaggeration, since a recent estimate is that about ninety-seven per cent of the area is covered with pine and hardwood forests. The raising of cattle and hogs was the chief dependence of the people until after the war, though this industry was on a much smaller scale than in the prairie counties. There were several mills in the county during the '60s, but only for supplying the local demand for lumber, meal, etc.

Newton County was at the center of the long-leaf pine district of Texas and Louisiana, but development on a commercial scale hardly began until the present century. Lack of railroads retarded improvement in the county, and all the railroads were constructed as adjuncts to the lumber interests. The Orange & Northwestern has been built to Newton and is part of the Frisco System, while a spur of the Santa Fé crosses the county from Kirbyville to the Sabine. Before the railroads came, the Sabine River was largely used to get products to market.

Burkeville, the first county seat, and located near the best farming district, was for long the principal town. A few years after the organization of the county, the seat of government was moved to Newton. In 1870, the postoffices of the county were Burkeville, Newton, Salem and Bleakwood. Burkeville was estimated to have 410 population in 1900, but since then other places have risen as railroad and lumber centers, and Newton, though still unincorporated, is said to have a population of about one thousand five hundred, and other towns are Hartburg, Ruliff, Dewey, Call, Bleakwood and Adsul.

The population of Newton County for successive decades has been: In 1850, 1,661 (426 negroes); in 1870, 2,187; in 1880, 4,359 (1,507 negroes); in 1890, 4,650; in 1900, 7,282 (2,485 negroes); and in 1910, 10,850. Assessed values in 1870 were \$233,800; in 1882, \$411,023; in 1903, \$2,656,156; and in 1913, \$6,068,308.

As the lumberman has cleared off the forests, the agriculturist has followed, and "cut-over" lands are being occupied by increasing numbers every year. According to the census figures for 1909-10, out of

the county's area of 568,960 acres, 101,603 acres were occupied as farms, with about twenty thousand acres classified as "improved land." The number of farms in 1910 was 891, while in 1900 there were 921 farms enumerated. Stock raising was considerably more important than field crops. The figures for 1909 were: Cattle, 14,695; horses and mules, about one thousand six hundred; swine, 32,844; sheep, 5,218; goats, 3,449; poultry, 28,683. The acreage of the chief crops was: Corn, 9,132; cotton, 1,533; peanuts, 977; sweet potatoes and yams, 717; besides a considerable acreage in sugar cane and oats. About 20,000 trees were in orchard fruits, and the growing of figs and pecans has received most attention in tropical fruits and nuts.

JASPER COUNTY

This is one of the original counties of the Texas republic. Its area was included in the De Zavala empresario grant of 1829, though settlement had begun previously. In the Texas Almanac for 1858, George W. Smyth, who had lived in that vicinity since 1830, said that when he came there was a settlement of about thirty families scattered from the Sabine to the Neches and known as "Bevil's settlement," from John Bevil, the original settler. A wilderness of forty miles separated that settlement from the "Ayish Bayou settlement" near San Augustine, while it was seventy miles to the "Cow Bayou settlement" on the south. In this account the first comers were named John Bevil, James Cheshire, Thomas Watts, John Watts, John Saul, Isaac Isaacs and Hardy Pace, who settled about 1828 or before. In 1830 this settlement was organized as a precinct of the municipality of Nacogdoches. The municipality of San Augustine was constituted in March, 1834, and the municipality of Bevil was probably created in the same year. Bevil sent five delegates to the general consultation of October, 1835. The provisional government on December 3, 1835, changed the name to the municipality of Jasper, thus honoring Sargeant Jasper, and under the republic the municipality became a county.

The act of December 14, 1837, defined the boundaries, which embraced the territory set off at Newton County in 1846. The commissioners chose Jasper as the county seat, and Bevilport, in the western part of the county, which had been incorporated as a town in June, 1837, and which was the seat of Bevil's mills and a river port, gradually declined until in later years it is hardly known among geographical names.

The amount of long-leaf pine in the county was estimated by the census bureau in 1880 at about two and a half billion feet, and those resources give the key to the economic history of the county, and after more than thirty years the lumber industry is still of overshadowing importance. The Neches River along the entire western border of the county furnished access to the timber resources before the construction of railroads.

In the vicinity of Jasper were located the best cotton lands and a number of plantations were operated before the war. The cotton crop of 1858 was estimated at 7,000 bales. In that year three steamboats plied between Sabine Pass and Bevilport, and most of the commerce

was carried on the Neches. Jasper, Bevilport, Zavala, Erin's postoffice and Wiess' Bluff were the villages of the county before the war. In 1867 the town of Jasper was said to have 360 inhabitants, two schools and two churches. Jasper County is one of the oldest prohibition counties of the state.

Since the war the lumber business has been one of steadily increasing value. A number of sawmills were in operation by 1870, but in the past twenty-five years lumbering has been organized, and railroads and corporate control and system have revolutionized old methods. During the '90s the Gulf, Beaumont & Kansas City Railroad was constructed, for the purpose of opening up the pine resources, from Beaumont as far as Rogan in Jasper County. Early in the present century this road was extended north as the Gulf, Beaumont & Great Northern, reaching Center in 1903, when both lines were taken over by the Santa Fé. The Orange & Northwestern Lines have also been constructed during the last ten years. In 1909 eighteen sawmills were in operation in the county, and these mills with kindred industries gave employment to about twenty-five hundred men.

In 1850 the white inhabitants numbered 1,226 and 541 negroes. The total population for 1870 was 4,218; in 1880, 5,779 (2,538 negroes); in 1890, 5,592; in 1900, 7,138; and in 1910, 14,000. Taxable values in 1881 were \$607,690; in 1903, \$2,266,767; and in 1913, \$10,852,720. In 1870 the postoffices of the county were Jasper, Magnolia Spring and Wiess' Bluff. Jasper, in 1890, with a population of 473, was almost the only center of population, and is the most populous place yet, with an estimated three thousand population. Lumbering and the railroads have also developed good towns at Kirbyville, Rogan, Buna, Browndel, Remlig and Evandale.

Live stock is still more important than agriculture. In the early days tobacco was perhaps next to cotton, the most valuable crop. Certain sections of the county have soil well adapted for this plant, though its cultivation has not yet reached commercial importance. The census statistics for 1909-10 on live stock and agriculture shows the following conditions: There were 864 farms compared with 849 in 1900. Of a total area of 625,920 acres, 100,910 acres were occupied as farms, with about twenty-two thousand acres of "improved" lands. There were 14,058 cattle; about one thousand seven hundred horses and mules; 9,848 sheep; 2,566 goats; 29,963 swine; 27,359 poultry. There were 8,903 acres in corn, 1,571 acres in cotton, 1,167 acres in peanuts, while potatoes, sweet potatoes and yams, and oats occupied a considerable acreage. Fruit culture is of considerable and increasing value. About thirty-seven thousand trees of orchard fruits were found in 1909; tropical fruits about two thousand five hundred trees; and nuts, 344 trees.

TYLER COUNTY

The oldest seat of civilization in this county was Fort Teran, established by the Mexican government and garrisoned by Mexican soldiers in 1830-31. Its situation was on the west side of Neches River, about opposite the north line of Jasper County. The post was abandoned before the Revolution. Tyler County was formed from part of Liberty

County by act of April 3, 1846, and named in honor of President Tyler. Commissioners were named in the act to select a county seat, which was fixed temporarily at Town Bluff on the Neches at the east side of the county. Woodville, the name given to the permanent site, has since been the chief town of the county.

In 1880 it was estimated that the stand of merchantable long-leaf pine timber in Tyler County measured about two and a half billion feet. The conversion of these splendid resources, with an abundance of other native forest trees, has constituted and still remains the dominant commercial industry. Before the war one or two water mills supplied lumber for local use. By 1880 seven sawmills were operating in the county, and as railroads made the forests most accessible the cutting has been greatly extended, and the thousands of mechanics and laborers engaged in the woods and mills have furnished an important local market for most of the agricultural produce raised in the county.

The first railroad was the Sabine & East Texas (now the Texas &



HOUSTON'S FEDERAL BUILDING

New Orleans), constructed about 1880. About 1882 the Trinity & Sabine Railroad was built from Trinity to Colmesneil, as a branch of the International & Great Northern, and has since been absorbed by the Missouri, Kansas & Texas System. More recently the Warren, Corsicana & Pacific was extended from Warren to Campwood.

West and northwest of Woodville were the sections regarded most favorably by the early farmers. On account of the abundance of mast under the trees the raising of hogs early became the largest single resource outside of lumbering. Thirty years ago the assessment rolls showed more than fifteen thousand hogs, and that stock still receives most attention. The census bureau in 1910 found that of a total area of 581,120 acres, 125,126 acres were occupied by farms, though less than thirty thousand acres were improved land. In the ten-year period up to 1910, the number of farms had decreased from 1,199 to 1,123, accompanied by a greater proportionate decrease in farm acreage. The live-stock record for 1910 was: Cattle, 12,033; horses and mules, about 2,100; swine, 28,538; sheep, 5,154; goats, 4,324; poultry, 32,483. The principal crops as to acreage were: Corn, 12,365 acres; cotton,

3,205 acres; peanuts, 1,301 acres; sweet potatoes and yams, 985 acres; sugar cane, 343 acres. Special claims have been made for the "Woodville country" as a center of production for "red apples," and in 1910, the number of trees in orchard fruits were 43,806, much above the average number for Texas counties.

In 1850, 1,894 (418 slaves); in 1870, 5,010; in 1880, 5,825 (1,502 negroes); in 1890, 10,877; in 1900, 11,899; and in 1910, 10,250. The principal towns of the county at the 1900 census were: Woodville, 518; Warren, 833; Colmesneil, 632; Hyatt, 429; Rockland, 305; Chester, 176. Assessed property values in 1870 were \$349,713; in 1881, \$673,473; in 1903, \$2,549,950; and in 1913, \$5,269,551.

HARDIN COUNTY

This county was created under act of February 20, 1858, and was organized the same year. Its territory had previously been portions of Jefferson and Liberty counties. Its surface is almost a level plain, and the drainage is by the Neches River on the east, Pine Island River on the south, and the Big Sandy or Village and Cypress creeks. Before the building of railroads these streams furnished access to the timber resources, and most of the early lumber cut was along their banks. The county lies in the south edge of the long-leaf pine district, and also in the oil district. The industrial history of the county is chiefly the record of the development of these resources.

In the Texas Almanac for 1861 the white population was estimated at 600 with 150 negroes. The only villages mentioned were Hardin and Concord. The latter, on Pine Island Bayou, "bids fair to be a place of much business, as the railroad (T. & N. O.) will cross there." Hardin was described as a high pleasant place, with not many improvements, though it was the county seat. In the Almanac for 1867, several interesting developments are noted. Sour Lake Springs were mentioned for their medicinal waters, and near them petroleum was said to exist in large quantities. Several sawmills were utilizing the timber, the lumber being marketed at Galveston. A turpentine factory marked the beginning of the production of naval stores, while the making of cypress shingles and staves had also begun. Stock raising was said to be the business of the people rather than agriculture.

The total population of the county in 1870 was 1,460. Rice was mentioned as a crop, and about two hundred bales of cotton were raised. If the latter figures were correct, the planting of cotton has since declined, since the production in 1903 was only 39 bales, and the Federal census figures for 1909 gave only 26 bales for a total planting of 83 acres. Concord and Hardin were in 1870 the chief towns and only postoffices, and three churches and six schools existed in the county. In 1880 population was 1,870. The big industry was cutting logs for Beaumont mills. A little later the Sabine & East Texas Railway was constructed through the county from southeast to northwest. The old Town of Concord benefited by becoming a station, but Hardin lay two miles south of the new railroad and suffered the fate which has overcome so many old settlements. A new station near the center of the county was established and the resulting town given the name Kountze.

When the county offices were moved to Kountze, the old town went into decay, having a population of about two hundred in 1890, against 295 for its rival. The county at large in 1890 had advanced in population to 3,956 (967 negroes); in 1900 to 5,049 (948 negroes); and in 1910 to 12,947. The increase in property values during the last forty years is shown in the following assessment figures: In 1870, \$99,158; in 1881, \$433,364; in 1882 (owing doubtless to the building of the first railroad and consequent development), \$1,056,520; in 1903, \$6,261,777; and in 1913, \$10,514,721.

The county still has no incorporated towns or cities. Sour Lake is the metropolis, with a population stated at about two thousand five hundred, while Kountze, the county seat, Batson's, Silsbee, Saratoga, Village Mills, Olive are primarily centers of either the oil or lumber industry. During the early '90 the Gulf, Beaumont & Kansas City Railway was built from Beaumont to Kirbyville, with a station at Silsbee, this road being one of the first to penetrate the great pine woods of the county. Somewhat later the Santa Fé extended the road from Conroe to connect at Silsbee, and both lines are now part of the Santa Fé System. Early in the present century the Beaumont, Sour Lake & Western was built across the south edge of the county.

Early in the '80s Sour Lake was described as a "watering place which has been resorted to by invalids in large numbers for twenty-five years. It is in a small prairie, skirted by large oaks, and near it twenty-seven kinds of mineral waters, possessing distinct tastes and medicinal properties, are to be found in as many shallow wells." An early mention of the existence of petroleum has already been noted. Three or four shallow wells had developed a heavy, dark petroleum four or five years before the development of Spindle Top south of Beaumont. During 1901, a company bored a well which gave spasmodic flows of petroleum with gas and water. Actual development began in 1903, and in four years the Sour Lake pool had produced upwards of twenty-three million barrels. The Saratoga district, ten miles from Sour Lake, from a production of 160,000 barrels in 1903, rose to over two million in 1907, and in 1911 produced over a million barrels. The Batson pool, eight miles west of Saratoga, was remarkable for its sudden development and rapid decline. In 1903 its production was less than five thousand barrels, but in the following year it produced more than ten million, and then declined rapidly to a little more than two million in 1907, and during 1910 and 1911 its total was somewhat less than either the Sour Lake or Saratoga.

These three oil fields have created a great industry for Hardin County, a source of both wealth and population. Following the railroad building, immense mills and a complete organization of lumbering were created within the county, which for a number of years has been the scene of some of the largest lumber operations in the state. Both these industries are regarded as transitory, since they vanish with the raw material, but both have given character to the economic life of the county for the past twenty years.

Hardin is one of the lesser counties in the agricultural scale, due chiefly to the long predominance of the lumber resources. The Federal statistics for 1910 showed that of a total area of 551,680 acres, only

45,081 were occupied by farms, and that the number of farms was 350 as compared with 296 in 1900. The county had 11,940 cattle, about one thousand horses and mules, 22,473 swine, 2,935 sheep, 2,019 goats. In field crops the largest acreage was in corn, 2,641, while peanuts, potatoes, sweet potatoes and yams were all of sufficient importance to be included in productive resources. Of orchard fruits—apples, peaches, pears, plums—there were numerated 13,061 trees, producing in 1909 over five thousand bushels, while 930 trees were in tropical fruits.

POLK COUNTY

While only the eastern half of this county is included within the strict limits of the long-leaf pine district, the original stand of that timber in Polk County was as great as in more eastern counties, and in 1880 the amount of merchantable long-leaf and loblolly in the county was estimated at over four billion feet. Most of this timber has since been cut, and the economic wealth of the county is now dependent upon the development of the cut-over lands, the greater part of which are well adapted for agriculture.

Polk County was created March 30, 1846, and named in honor of the president at that time. The original county extended west of the Trinity so as to include the Town of Cold Spring, now county seat of San Jacinto County, which was formed in 1870. The commissioners named in the act of above date selected a county seat, Livingston, then about the center of the county. A brick courthouse was erected about 1856. There were several centers of trade and settlement in early times which have since yielded to modern progress. On the west bank of the Trinity, between Cold Spring and Livingston, was the Town of Swartwout, which had been promoted as a townsite about 1840. Lower down the river was Smithville, and Moscow was another old settlement. Before the war most of the trade went down the Trinity River, and Swartwout was a busy shipping point. Though a heavily timbered country, agriculture had made considerable progress, and the raising of cotton and corn and, to some extent, of fruit, was the pursuit of most of the inhabitants. About half the population in the late '50s were slaves, and with their labor the planters produced large quantities of cotton. With four or five steam or water-power mills in the county, the manufacture of lumber for the outside market had already begun. After the war it was claimed that, through the reduced efficiency of freedmen labor, production was cut down one-half.

The first railroad in the county was the Houston East and West Texas, built in 1881. A great development of the lumber industry followed, and in 1882 about a dozen steam sawmills were in operation. At that date Moscow had a population of about three hundred and fifty, Livingston, two hundred and fifty, while Goodrich was the only other station on the railroad. The next railroad, built in the same decade, was the Trinity & Sabine branch of the Missouri, Kansas & Texas.

Since the beginning of the present century the Beaumont & Great Northern was extended from Trinity to Livingston; the Livingston & Southeastern a distance of nine miles to Knox; and the Moscow, Camden & S. A., seven miles to Camden. These railroads were primarily for

the accommodation of the lumber industry, and, as the larger part of the working population was dependent on that industry, there was a consequent shifting of the population centers. In 1890 the principal towns in order of population were: Livingston (986), Moscow, Corrigan, Leggett, Colita; while in 1900 they were: Livingston (1,024), Corrigan, Hortense, Moscow, Leggett, Colita. The larger towns are now: Livingston, Onalaska, New Willard, Camden, Corrigan, Moscow and Leggett.

Population—in 1850, 1,542 whites and 805 negroes (the eastern half of San Jacinto County being included in the census), while over the same territory in 1870 the total was 8,707; in 1880, 7,189 (2,611 negroes); in 1890, 10,332; in 1900, 14,447 (4,849 negroes); and in 1910, 17,459.

Of a total area of 778,880 acres, the census of 1910 showed 195,807 acres occupied in farms and about 46,000 acres in "improved" land. The number of farms in 1910 was 1,764, practically the same as in 1900. As in all the "piney woods" country, the chief live-stock interest from early days has been hogs. The stock enumerated in 1910 were: Cattle, 20,679; horses and mules, about 3,900; swine, 45,660; goats, 7,191; poultry, 49,134. The county strikes about the average in cattle, and somewhat higher in swine and poultry. The chief crops were: Corn, 17,861 acres; cotton, 9,717 acres; peanuts, 1,259 acres. About 28,000 trees were in "orchard fruits."

LIBERTY COUNTY

This is one of the oldest counties of Texas, having been created a municipality by the Congress of Coahuila and Texas in 1831. On the Trinity River, near the modern Town of Liberty, the presidio of Orcoquisac and the mission of Nuestra Señora de la Luz were founded in 1756, to be abandoned about sixteen years later. The lands of the county were embraced in the empresario grants of 1826 and 1828 to Joseph Vehlein. In a memorial drawn up by the Texas convention of 1832, it was stated that settlers had located in the country between the San Jacinto and the Sabine beginning with the year 1821, but up to 1832 no titles had been issued for their lands. It was asserted that the number of inhabitants in that section was sufficient for the establishment of new municipal governments. "There are but two ayuntamientos between the San Jacinto and Sabine Rivers, one at Nacogdoches and one at Liberty on the Trinity." A commissioner in 1834 issued about 350 titles to the settlers of Vehlein's colony. Students of Texas history are familiar with the part taken by the citizens of Liberty municipality in the events leading up to the Revolution.

An account of the founding of Liberty was written for the Texas Almanac of 1859 by Dr. N. D. Labadie, who, in 1831, became surgeon of the Mexican garrison at Anahuac. In response to a petition of seventy-two residents of this vicinity, Francisco Madero had been appointed to issue titles to their lands. "Having arrived at Atascosito, near the present town of Liberty, he (Madero) stopped with Capt. William Orr, a most excellent man and good citizen. A call having been duly notified, a meeting was held at that place, to select a county seat, and Smith's Plantation and Moss' Bluff were the two places put in nomination. A majority of three or four votes having been in favor of Smith's place,

it was publicly proclaimed the seat of justice and called Libertad. The requisite municipal officers were next elected; but this coming to the knowledge of Colonel Bradburn at Anahuac, he immediately had Madero arrested by a file of soldiers, and his next step was to send forth a proclamation, accompanied by a fife and drum, declaring that Libertad was abrogated and that Anahuac was the county seat." However, after the expulsion of Bradburn from Anahuac in 1832, the municipality of Liberty retained its organization and sent delegates to the San Felipe convention of that year. Its jurisdiction was over all the coast country between the San Jacinto and the Sabine.

In 1835 the Texas provisional government constituted the eastern portion of Liberty as the municipality of Jefferson, and the Texas Congress on December 20, 1836, provided for the organization of the municipality as Liberty County. The first boundaries, as defined by act of December 18, 1837, comprised most of Chambers, Hardin, and San Jacinto counties and all of Tyler and Polk. The county was reduced to its present size by the organization of Hardin and Chambers



SPINDLE TOP OIL FIELD, JEFFERSON COUNTY

in 1858 and of San Jacinto in 1870. The Town of Liberty was incorporated June 7, 1837, and the four leagues of land appropriated for the capital of the old municipality were directed to be sold by the town trustees and county court, the proceeds to be used in the construction of courthouse, jail and other public buildings.

Liberty was on the main highway from San Felipe to Louisiana and later on the Houston-Sabine road. During the '50s and perhaps earlier a regular line of steamboats plied between the town and Galveston, and Liberty thus became the commercial center of a considerable territory. One of the early industries was supplying wood for Galveston and other points on the coast. The prairies supported large numbers of cattle, but agriculture is a comparatively recent development.

The total population of Liberty Town in 1858 was 651 (189 negroes). The white population of the county in that year, before the separation of Hardin, Chambers and San Jacinto counties, was estimated at 1,723 and 892 negroes. Just before the war the railroad from Houston to

Orange was built through the county. In 1866 the "wood business" and stock raising were still noted as the chief pursuits. Outside of Liberty the principal settlement was on Tarkington's Prairie, in the north part of the county. The existence of petroleum near Liberty was mentioned in the Texas Almanac for 1867. In 1870 the only postoffices in the county were Liberty, Moss' Bluff and Ironwood. Early in the '80s the Houston East and West Texas Railroad was built through the northwest corner of the county, with a station at Cleveland. The Santa Fé Line across the north end of the county, and the Beaumont, Sour Lake & Western, and the Trinity & Northern railways were all constructed within the present century.

Population statistics for several decades are as follows: Liberty County in 1870 (part of San Jacinto County included), 4,414; in 1880, 4,999 (2,433 negroes); in 1890, 4,230 (1,715 negroes); in 1900, 8,102 (2,366 negroes), and in 1910, 10,686. Assessed property values in 1870, \$461,954; in 1881, \$1,170,822; in 1903, \$3,700,872; in 1913, \$9,181,455. In 1890 Liberty, Dayton, Raywood and Devers were the principal town centers, the county seat having a population of 512. In 1900 the population of the principal towns was: Liberty, 865; Cleveland, 302; Dayton, 239; Devers, 187; Raywood, 122; Lamb, 106. Liberty in 1910 had a population of 980, and other community and market centers besides those mentioned are Hardin, Milvid, Fuqua and Stilson. Dayton is now called the chief commercial center of the county. Four miles north of Dayton is the Dayton Hill oil district, one of the commercially productive fields of Texas. The first successful tests were made in May, 1905, and during 1907 the field shipped more than a hundred thousand barrels. From 1910 to 1911 the production declined from less than ten thousand barrels to less than five thousand.

At the beginning of the '80s the lumber industry was undeveloped, and the Census Bureau estimated the amount of merchantable pine in 1880 as more than forty million feet of long-leaf and over two billion feet of loblolly. These large timber resources have since been heavily drawn upon, and one of the largest mills in Southeast Texas was established at Fuqua, formerly the old Town of Menard, in the northeast corner of the county. Lumbering still flourishes, and the county has an abundance of pine, cottonwood, oak, ash and magnolia. Another resource to be noted is the mining of sulphur four miles south of Liberty.

Of 742,400 acres in the county's area only 103,180 acres were occupied as farms according to the census of 1910. The number of farms in 1910—1,000—was practically the same as in 1900. The census statistics for stock in 1909 were: Cattle, 30,061; horses and mules, about 6,000; swine, 27,279; sheep, 2,106; goats, 4,506; poultry, 35,698. The number of cattle, according to the assessment rolls of 1881, was about twenty-five thousand. For years a favorite method of raising hogs in this and other timbered regions has been to let them run wild and fatten on mast.

In field crops Liberty County still ranks low. The census figures for 1909 showed the following: Corn, 11,797 acres; cotton, 2,085 acres, rice, 821 acres; sweet potatoes and yams, 500 acres, while peanuts, sugar cane, potatoes and other special crops added a considerable value. In fruits there were about nine thousand six hundred trees of tropical

fruits, seven thousand five hundred orchard trees. One drainage district, covering 30,000 acres, costing \$85,000, has been established. It is evident that general agricultural enterprise is in its infancy. In 1911 the southern half of the county voted \$250,000 for the construction of shell roads, and 100 miles of this highway has been completed.

SAN JACINTO COUNTY

This county was formed in 1870 from portions of Polk, Liberty, Montgomery and Walker Counties. The east half of the county, including the Town of Cold Spring, was originally part of Polk County, and the earliest settlements were made there. Cold Spring is the oldest town in the county, and took its name from the springs in that locality. Originally there was a small area of prairie along the Trinity, but elsewhere the surface was heavily wooded. Though outside the long-leaf pine district, the loblolly pine was estimated in 1880 at upwards of two billion feet, and the abundance of other woods, including pecan, which contributed an important share of the Texas crop of that nut, have furnished the chief source of material wealth down to the present time.

After the Houston East and West Texas Railroad was built through the southeast corner of the county in 1881, a number of large mills were set up along the route. About ten years ago a standard gauge-logging railroad was extended north from the Santa Fé to Cold Spring, known as the Houston, Fostoria & Northern, and a spur from the International and Great Northern was built from Dodge into the county a few miles, called the Trinity Valley Southern. These have served the lumber interests, and also helped develop and settle the isolated districts of the county. For a number of years the only railroad town in the county was Shepherd, and the county seat could be reached only by wagon road.

The population of San Jacinto County since its organization is as follows: In 1880, 6,186 (3,293 negroes); 1890, 7,360; 1900, 10,277; and for 1910, 9,542. There are no large towns. Cold Spring, Shepherd, Maynard and Evergreen have been nuclei of settlement and trade for many years, and Oakhurst, Camilla and Point Blank are more recent towns.

The value of taxable property in 1881 was \$721,313; in 1903, \$1,901,216; and in 1913, \$3,645,100. From the beginning of settlement the farmers made more from their cattle and hogs than from the field crops, and the county ranks a little below the average in those classes of stock. In a total area of 385,280 acres, 116,976 acres were employed as farms in 1910, with about 43,000 acres in improved lands. The number of farms in 1910 was 1,479, about the same number as in 1900. The live-stock figures given in the census returns were: Cattle, 14,006; horses and mules, about 3,500; swine, 22,504; goats, 2,577; poultry, 35,186. Poultry raising and bee culture are mentioned as on the increase in recent years. Only two crops had a large acreage, according to the last census: Corn, 14,891 acres, and cotton, 10,100 acres. About 13,000 trees were in the orchard fruits.

WALKER COUNTY

This county was created from a portion of Montgomery County on April 6, 1846, and was originally named for Robert J. Walker, of

Mississippi, who had given valuable assistance in the Texas annexation movement. During the Civil war he leagued himself with the abolition forces of the North, and in consequence a joint resolution of the Texas Legislature, December 16, 1863, declared that henceforth the county's name should honor the memory of Capt. Samuel H. Walker, of the Texas Ranger service, who fell in Mexico.

The act for the creation of the county designated Huntsville as the county seat. The starting point of the new county's boundaries was designated as the Robbins Ferry crossing of the Trinity on the old San Antonio-Nacogdoches road. Along that road were the first settlements in this part of Texas, and a traveler at the time of the Revolution mentioned the presence of settlers' cabins at intervals of five or ten miles all the way from Nacogdoches to Washington. On the south side of the Trinity, twelve miles north of Huntsville, the river port of Cincinnati was founded soon after the Revolution. This became an important shipping point while the Trinity was used as the principal avenue of transportation. Tuscaloosa was another river town in the same vicinity. In modern Texas geography the names of these towns have almost disappeared.

From the close of the Revolution until 1850 the county settled rapidly, and numerous plantations operated by slave labor were located on the best farming lands. The total population at the census of 1850 was 3,964 (1,301 slaves). The population in 1858 was estimated at 6,774 (3,317 slaves), and Huntsville at that time had 892 inhabitants. The population in 1870 was 9,776; in 1880, 12,024 (6,766 negroes); in 1890, 12,874; in 1900, 15,813; and in 1910, 16,061 (8,362 negroes). This is one of the few counties in which the negro population has increased faster than the whites since the war. Outside of Huntsville, the towns are small, and the largest in 1900 were: New Waverly, Waverly, Dodge, Hutcheson and Riverside. Waverly, in the agricultural district of southeast Walker County, is an old town and was a thriving place before the railroad era. Dodge, Riverside, El Mina and Phelps are considered the chief villages at the present time, except the county seat. The value of taxable property in 1870 was \$1,323,890; in 1882, \$1,591,460; in 1903, \$2,888,230; and in 1913, \$5,831,925.

The main topographical features of the county have been described as high, rolling pine and post-oak woodlands, interspersed with small prairies, with soils running from a sandy to a stiff black. In 1880 it was estimated that the county had more than one and one-half billion feet of loblolly pine, and there is still abundance of this and other timbers to supply raw material for a number of sawmills. The raising of livestock has always gone hand in hand with the field crops, and more than thirty years ago mention was made of the introduction of improved breeds with successful results.

Concerning the agricultural and other resources and progress in the rural districts, the Texas Almanac for 1914 said: "Cotton and corn are the staple crops. Large yields of sweet and Irish potatoes, peanuts, oats, sugar cane and alfalfa are secured in ordinary seasons. Fruit growing is not a prominent industry, but peaches, plums and grapes all do well. Truck farming is already a factor in the development of the agricultural resources. Interest is being manifested in the poultry

industry. Deposits of lignite and fuller's earth exist. There are also traces of oil. Large deposits of valuable sandstone have been located, but quarries have not been developed. Various forms of fire-clay and red-ochre and some glass sand have been found in different sections * * * Citizens take a great interest in their rural schools and have made many improvements during the last few years. The farmers are making great improvements in their farm buildings and country homes are being remodeled and made more attractive."

In 1910 there were 2,161 farms in Walker County compared with 1,703 in 1900. Of the 506,240 acres in the total area, 182,651 acres were occupied as farms, with about 81,000 acres as improved land. The 1910 figures for live stock were: Cattle, 18,912; horses and mules, about 4,600; swine, 25,597; sheep, 1,591; goats, 1,340; poultry, 45,014. In 1909, 31,098 acres were planted in cotton, and 19,298 acres in corn, with hay, peanuts, sweet potatoes and yams occupying lesser acreages. There were about twenty-five thousand trees in orchard fruits. These figures show that the county taken as a whole is comparatively undeveloped agriculturally. Next in importance to agriculture and stock raising is the manufacture of hardwood lumber.

For three-quarters of a century Huntsville has been the business metropolis of the county, and for almost as long one of the state's centers of social life and institutions. The chief points in the city's history and development are supplied by a sketch written by H. F. Estill in the *Texas Historical Association Quarterly*, April, 1900:

Pleasant and Ephraim Gray were the first settlers at the fine spring now in the central district of the town, and established a post for trade with the peaceful Indians then living in the vicinity. They obtained their league headright in 1836. Later Thomas P. Carson put up a blacksmith shop, and, with the coming of other settlers, these places became the nucleus of the town. Pleasant Gray named the place in honor of his old home in Alabama.

Before Walker County was organized Huntsville had its "Brick Academy," a lodge of Masons, a Baptist society, and a newspaper. J. C. Smith, Henderson Yoakum (the Texas historian), and Robert Smither were active in getting subscriptions for county buildings, and thus secured the county seat. Courts were held in the town market house until the completion of the first brick courthouse. In 1850 the *Huntsville Item* succeeded the *Texas Banner*, established in 1846, and eventually became the oldest paper of continuous publication in the state. In 1847 Huntsville became the seat of the state penitentiary. For many years the custom prevailed of allowing the convicts to perform mechanical and other labor about town, and many buildings were erected and other improvements made by this means. The penitentiary also had looms for the manufacture of woolen and cotton cloth, and this afforded a local market for cotton and wool to the farmers of the vicinity.

In 1850 Huntsville aspired to be the state capital, but the election confirmed its location at Austin. The first church building was the Cumberland Presbyterian, erected in 1850 and still standing in 1900. In 1852 Austin College was founded by the old-school Presbyterians, and was a successful institution until the war. During the '70s the college was removed to Sherman. The first state normal school was

located at Huntsville in 1879. The old college building was offered to the state as its home, and the institution was given the name Sam Houston Normal, in honor of the noted Texan who spent his last years in Huntsville.

In 1871 the Houston & Great Northern Railroad was built through the county, but owing to the failure of Huntsville people to contribute a bonus, it passed eight miles east of town. The citizens then raised \$90,000 and the county voted a subsidy of \$35,000 to build the Huntsville Tap, over which the first train came into Huntsville in March, 1872. The population of Huntsville in 1890 was 1,509; in 1900, 2,485, and in 1910, 2,072.

MONTGOMERY COUNTY

This county was created by act of December 14, 1837, from that part of Washington County lying east of the Brazos and Navasota rivers. In May, 1838, the San Antonio road from the Navasota to the Trinity was made the northern boundary, and from this large area all of Walker



HOTEL GALVEZ, GALVESTON

and Grimes counties were set off in 1846 and portions of Madison, San Jacinto and Waller. In anticipation of the new county the first sale of lots in the new town of Montgomery was advertised in the *Texas Telegraph* in July, 1837, and the commissioners named in the county act selected Montgomery as the seat of government, its location being near the center of the county with respect to the boundaries that then existed. Conroe, the present county seat, though an old center of the lumber industry, became a town after the building of the railroads.

Three-fifths of the area of the county was originally covered with a heavy forest growth, and besides many varieties of hardwoods the stand of merchantable loblolly pine in 1880 was estimated at more than two billion feet. As the county was near the western limits of the lumbering district, the manufacture of lumber early assumed importance, and during the '50s large supplies of lumber went from Montgomery to the coast trade and to the western counties. There was a large immigration to the county before the war, and taxable property tripled in value

between 1850 and 1855. The principal settlements were at Montgomery and Danville, and the former in 1858 was estimated as having 300 population, a courthouse, several schools and an academy. Danville, in the northern part of the county, was in an agricultural community and a trading center for much of the country to the south. Shannon and Rusk were two other postoffices at that time.

After the construction of the Houston & Texas Central Railroad, before the war, the main shipping point for all of Montgomery County became Cypress. A large part of the population was engaged in the lumber business, and lumber from the mills was hauled to that station. In 1882 there were forty-five steam sawmills in the county, but in the last twenty years lumbering has greatly declined in relative importance.

In 1871 the Houston & Great Northern (now the International & Great Northern) was built from Houston through the county. This left the county seat without a railroad, but about 1880 a branch of the Houston & Texas Central was constructed from Navasota to Montgomery, a line that in 1882 was bought by the Santa Fé and continued east through the county. About the same time the Houston East and West Texas Railroad was built through the east side of the county. In 1907 the Trinity & Brazos Valley was completed through the west side of the county. The Fort Worth branch of the International & Great Northern was built through the southwest corner of the county in 1902. A short line in the east part of the county, built a few years ago, is the Peach River & Gulf.

The total population of the county in 1850 was 2,463, including 680 slaves; in 1870, 6,483; in 1880, 10,154 (5,220 negroes); in 1890, 11,765; in 1900, 17,067 (6,619 negroes); and in 1910, 15,679. Population and business have been rearranged in the county as a result of the railroads. In 1870 the only postoffices in the county were Montgomery, Danville and Prairie Home, the two latter being now extinct villages. Willis became the largest town after the building of the International & Great Northern Railroad and retained this advantage until Montgomery and other centers were connected with railroads. After Conroe became the junction point of two railroads, being centrally located, it became the county seat, about 1890. In 1890 Montgomery had a population of about nine hundred and Willis eight hundred; in 1900 Conroe had 1,009 inhabitants, with Willis, Montgomery, Bobbin, Tamina and New Caney in descending scale of population. In 1910 Conroe had 1,374 population, and other important towns of the county are Willis, Montgomery, Fostoria, Magnolia and Bobbin.

The taxable values in 1870 were \$1,326,352; in 1882, \$1,977,114; in 1903, \$3,762,440; and in 1913, \$10,889,510. While lumbering has declined, stock farming, truck and fruit raising and general agriculture have been developed and now constitute the chief productive wealth of the people. Some of the fruit produced in the county is hardly rivaled in any part of the state. This was one of the first counties to grow the Texas cigar-leaf tobacco. The Texas Almanac for 1914 said: "The live stock industry is conducted along improved lines by farmers who are engaged in diversification. The agricultural interests of the county are very important. Cotton is the chief crop, but the growing of corn, sweet potatoes, Irish potatoes, peanuts and fruits produces annually

a large revenue. Near Willis is found some excellent tobacco land, but this industry has not been fully developed. Many carloads of cabbage and tomatoes are shipped to early market. Peaches, pears and plums are grown extensively."

The census of 1910 furnished the following statistics: The number of farms were 1,855, as compared with 2,097 in 1900. The total area of the county is 650,880 acres, of which 170,606 acres are occupied as farms, and about 62,000 acres of "improved land." Live stock—Cattle, 22,936; horses and mules, about 4,400; swine, 22,946; sheep, 1,087; goats, 2,094; poultry, 41,757. In 1909 the acreage in corn was 19,801 and 16,881 acres in cotton, with 1,176 acres in peanuts, while sweet potatoes and yams, potatoes and hay occupied smaller but noteworthy acreage. About seventeen thousand trees were in the orchard fruits.

GRIMES COUNTY

Created in 1846 from Montgomery County, and with a territory from which were subsequently subtracted portions of the present Madison and Waller counties, Grimes County was named for Jesse Grimes, one of Austin's first Three Hundred colonists. It received a share of the earliest American settlers. A little north of the present north line of the county was the old San Antonio road, over which most of the early emigrants to Texas came, and on the adjacent lands some of these pioneers located their homes. At the time of the Revolution the county seat of the Navasota was thinly settled, while opposite the mouth of that river was the old Town of Washington.

The Legislature in its act of February 26, 1848, ordered an election in the county to select a county seat, the name of which should be Anderson. This was the origin of the oldest town in the county. Before 1850 the white population numbered over two thousand and there were 1,680 negroes enumerated in 1850. Cotton and cattle were the chief products, and slave labor was employed exclusively. For many years the timber on the east side of the county furnished material for a number of sawmills, and the lumber was in great demand in the counties west of the Brazos. In 1880 the loblolly pine was estimated at more than two hundred million feet, and ten sawmills were in operation. The hardwood lumber industry is still of considerable importance.

This was one of the counties that showed a marked falling off in population during the first decade of the present century, chiefly accounted for by the decrease (about four thousand five hundred) in the negro population. The population statistics for successive decades is: 1870, 13,218; 1880, 18,603 (10,280 negroes); 1890, 21,312; 1900, 26,106 (14,327 negroes); 1910, 21,205. In 1870 the postoffices of the county were Anderson, Courtney, Navasota, Plantersville, Prairie Plains, Bedias, Roan's Prairie. The population of Navasota in 1890 was 2,997; in 1900, 3,857; and in 1910, 3,284.

By 1860 the county was connected with the gulf by railroad at Navasota, and as Millican remained the terminus of the road for a number of years the county was favored by the proximity to railroad transportation. Most of the trade which formerly centered at Anderson was drawn away to Navasota, which has since retained its commercial

leadership. Anderson just prior to the war had a population estimated at about six hundred, and has remained about stationary in that respect. Until about ten years ago the county seat was isolated from railroads, but since the construction of the International & Great Northern branch from Navasota to Madisonville, in 1903, the town has improved. The county has several other railroads. The Santa Fé was built about 1885; the Interational & Great Northern from Navasota to Spring was completed in 1902; the Mexia-Navasota "cut-off" in 1906; and the Trinity & Brazos Valley in 1907.

In live stock and agriculture the county is above the average, and in late years there has been noted a tendency to diversify. Of 519,680 acres in the total area, 320,379 acres were in farms in 1910, about one-half of which was classified as "improved" land. The number of farms, in 1900, was 3,835, and in 1910, 3,176. The raising of live stock was a large source of wealth thirty and forty years ago, and the number found at the census of 1910 was: Cattle, 34,520; horses and mules, about eight thousand; swine, 24,758; goats, 1,353; poultry, 85,816. The leading crops in 1910 were corn and cotton, the acreage for the previous year having been: Corn, 37,239 acres; cotton, 57,386, while 3,114 acres were in hay, 896 acres in peanuts, and a considerable area in potatoes and sweet potatoes. About fourteen thousand trees were in orchard fruits. Much attention is being given to truck growing, and the Texas Almanac for 1914 says: "Many carloads of mixed vegetables are shipped to leading markets. Many farmers are paying special attention to potato growing and shipments of potatoes are increasing each year. Live stock raising claims a great deal of attention, and the breeding of Jersey cattle is a leading line. A creamery is located at Navasota, while a large number of farmers conduct dairies and ship their product to market. The poultry industry is prominent."

Taxable values for different years are: 1870, \$2,242,929; 1882, \$2,391,058; 1903, \$4,031,072; 1913, \$12,825,088.

WALLER COUNTY

This county was settled by some of Austin's first colonists. The lands on the east side of the Brazos were occupied by numerous plantations, worked by slave labor. As the colored population exceeded the whites from early times, the results of the war were correspondingly more disastrous, since it was estimated that the productive capacity of the labor decreased more than one-half as a result of emancipation. The county was a scene of some of the most serious troubles in Texas growing out of the reconstruction era.

The county, which was named for Edwin Waller, was created in 1873, and most of its area was taken from Austin County, the old town of Hempstead and Arnold postoffice both having been in that county. The north end of the county was taken from Grimes County.

Early railroad enterprise was an important factor in the economic fortune of Waller County. The Houston & Texas Central was completed to Hempstead in 1858, and the old Washington County Railroad was put in operation from Hempstead to Brenham by the close of 1860. As a result, until several years after the war, most of the commerce

of the upper Brazos Valley, and indeed of all Central Texas, passed through Hempstead. Along with its shipping advantages, manufactures also developed, including an iron foundry. Hempstead came into existence with the railroad, and until transportation by rail was extended into all sections, it was one of the commercial centers of the state. Its population in 1890 was 1,671; in 1900, 1,849; and at this time is estimated to be over two thousand five hundred. Outside towns of note are Waller, Brookshire and Patterson. At Prairie View, near Hempstead, is the State Normal for the training of colored teachers.

Before the war, and for many years afterward, cotton and corn were almost the sole crops of the Brazos Valley farms. In recent years Waller County has become noted in producing for outside markets many carloads of vegetables, melons, etc., and truck farming is now a very profitable industry. Hempstead has the reputation of being the chief shipping point for watermelons in Southeast Texas. In the southeastern part of the county rice culture has been tried successfully. Both the dairy and poultry industry is important. The number of farms in the county in 1900 was 2,000, and 2,061 in 1910. The approximate area of the county is 332,160 acres, with 193,027 acres in farms in 1910, about 82,000 acres in improved land. The census figures for live stock and crops are: Cattle, 29,723; horses and mules, 7,900; hogs, 11,300; poultry, 53,452. The cotton acreage for 1909 was 30,048; corn, 26,571; hay, 2,276; rice, 790; besides peanuts, potatoes and sweet potatoes and oats adding considerably to the agricultural activities. Fruit growing had not yet assumed the importance it has in other counties in the same general section.

The first census of Waller county, taken in 1880, gave a population of 9,024 (5,830 negroes); in 1890, 10,888; in 1900, 14,246 (7,871 negroes); and in 1910, 12,138, showing a decrease in the last decade of nearly 15 per cent. The taxable values of the county in 1881 were \$1,782,452; in 1903, \$3,191,801; and in 1913, \$5,364,273.

HARRIS COUNTY

This is one of the original counties. The municipality of Harrisburg was created in 1835, its boundaries being defined by the provisional government on January 1, 1836, with Harrisburg designated as the capital. With the establishment of the republic the old municipalities became counties, and the organization of their local governments was provided by the act of December 20, 1836. Two days later an act was passed providing that the county seat should be Houston, and that Galveston Island should be included in the county jurisdiction. A joint resolution of Congress, December 28, 1839, changed the name from Harrisburg to Harris County. With the creation of Galveston, Fort Bend and Waller counties, Harris County was reduced to its present limits.

The first settlers came in 1822, but no land titles were issued until 1824. Some of the historical landmarks of the county received names from the pioneers—Lynchburg on the league of Nathaniel Lynch; Vince's Bayou from the Vince brothers; Clopper's Bar from Nicholas Clopper; Morgan's Point from Col. James Morgan, who had a grove of bearing

orange trees at the time of the Battle of San Jacinto. Lorenzo de Zavala, the first vice president of the republic, had a small home on Buffalo Bayou across from the site of the battleground, used for a hospital after the battle; while David G. Burnet, the first president of Texas, was the founder of the sawmill which was the nucleus of the village of Lynchburg. Lynchburg has had many vicissitudes as a town; it is still a place of ferriage as it was when San Jacinto was fought; a few stores are there, but it is chiefly notable for its early associations.

Harrisburg was founded about 1826-27, and was named for John R. Harris, one of a prominent family of first settlers. A little later a trading company built a warehouse and Harris put up a sawmill. A schooner once a year brought merchandise from New Orleans, and the principal exports were cotton and hides. After the constitution convention adjourned at Washington on March 17th of that year, President Burnet and cabinet and a large following of citizens retreated to Harrisburg, which was the temporary capital of Texas until the day before



LOGS AT POND SIDE—BRONSON

the arrival of Santa Anna. The twenty houses, stores and factories were all consumed when the army of Santa Anna arrived on April 15, 1836.

After the Revolution some of its former residents returned, and the townsite was again laid out in July, 1839. The settlement of Gen. Sidney Sherman in 1846 was the important event. Local citizens having previously failed in the attempt to build a railroad, he took up the project with determined energy, interested outside capital, and finally succeeded in constructing the first railroad of Texas, the Buffalo Bayou, Brazos & Colorado Railway, which was completed from Harrisburg to the Brazos River by the close of 1855. For more than twenty years the general offices of the railroad remained at Harrisburg, but the superior enterprise that made Houston a railway center deprived Harrisburg of its early advantage, and it has in recent years stood in the relation of a suburb to its former rival.

Outside of the metropolis of Houston, the development of which will be considered in a separate article, the large area of Harris County

was from early times until recently chiefly employed for stock grazing. As the city grew, the supplying of its population with vegetables, fruit and dairy products created an important tributary industry. A large amount of capital has been invested, but the agricultural resources of the county are still undeveloped. In the south part of the county two drainage districts have been completed, covering over a hundred thousand acres and costing a quarter of a million dollars. Besides truck, fruit and dairying, a large rice crop has been grown. A few miles north of Houston is the Humble oil field. The Beatty well was completed in 1904, and during the following year one of the most prolific pools in the state was developed, producing more than fifteen million barrels. During 1910 and 1911 the field produced nearly two and a half million barrels, and it is still one of the largest fields in the state.

Few counties in the state have so much paved highways, there being over three hundred miles in 1913, built at a cost of about four thousand five hundred dollars a mile, a large part of it "shell road."

The population of Harris County for the different decades has been: In 1850, 4,661 (905 negroes); in 1860, 9,070; in 1870, 17,375; in 1880, 27,985 (10,816 negroes); in 1890, 37,249; in 1900, 63,786; and in 1910, 115,693. In 1857 the assessed value of property in the county was \$3,335,600. The four principal items, in order of value, were town lots, negroes, farm lands and merchandise. In 1882 taxable property was valued at \$11,908,112; in 1903, \$38,468,883; and in 1913, \$129,504,485.

The total area of the county in acres is 1,058,560, of which in 1910 the acreage occupied as farms was 400,649, and nearly all "improved." The number of farms in 1910 was 2,543. The livestock statistics for 1910: Cattle, 101,005; horses and mules, about 13,750; hogs, 24,918; sheep, 13,601; goats, 8,496; poultry, 114,460. The crop acreage: Corn, 20,822; rice, 21,685; cotton, 8,688; hay and forage, 23,915; potatoes, 2,307; sweet potatoes, 1,335, besides which peanuts, oats and wheat helped swell the total.

CITY OF HOUSTON

The third Texas city in population, and in commercial prestige and influence hardly second to any, Houston has a history and a modern importance that demand more than the average space assigned to individual localities in this volume. The following is a brief history of its development as a city and a description of the more important features of its commercial and civic institutions.

The land on which the original town was founded was a portion of a grant made to John Austin under date of July 20, 1824. C. Anson Jones, a son of President Anson Jones, stated that the first settlers arrived at Houston about 1822, but no event of importance and no particular interest attaches to the place until after the success of the Texas revolution. It was to the enterprise and foresight of A. C. and J. K. Allen, who had become interested in Texas land and affairs before the revolution, that Houston owes its origin.

After Texas had won its independence, the possession of the seat of government was a prize contended for by nearly all the actual and prospective towns in the limits of settlement. Individual and company

proprietors of townsites made bids for the government. Texas commerce as yet had been little developed, and it was obvious that the capital city, owing to its political prestige, would have superior advantages over all rivals. It was with the object of securing this capital prize that the Messrs. Allen, soon after the Battle of San Jacinto, made plans for the founding of a town. Their first preference was for Old Harrisburg, but the lands on which that village stood were in litigation, and, failing there, the Allens went further up Buffalo Bayou. In August, 1836, they purchased from the widow of John Austin 1,428 acres, including a large part of the modern city limits of Houston, for the sum of \$5,000, a price which was little more than that paid in recent years for a front foot of property on Main Street of Houston.

In its issue of August 30, 1836, the Texas Telegraph, then published at Columbia, contained an advertisement of "the town of Houston," describing the site and the advantages of the locality both as the proper place for the seat of government and also peculiar commercial advantages, all of which were drawn in somewhat flattering terms and were prospective rather than actual. The proprietors went about their business with a great deal of energy, sent out circulars and drawings representing a large city, showing churches, courthouse, market-house and other improvements, at a time when the site was nothing more than a camp in the pine woods on the south bank of Buffalo Bayou.

When the matter for selection of a capital came before the Texas Congress in November, 1836, some sixteen locations were proposed, and there was an active rivalry among the proponents of the different sites, so that four ballots were necessary before a choice could be made. Finally Houston received a bare majority of twenty-one votes, and the decision of the congress was regarded with much dissatisfaction, both then and later. Anson Jones in his memoirs said: "The selection of the site, the naming of the place, the presentation of the advantages of the place, the success in securing the temporary location of the seat of government, constitute a high testimonial to the shrewdness, sagacity and enterprise of the promoters of the city of Houston. It marked the beginning of one of the few successful speculations of this time, so numerous in that day." The act declaring Houston as the seat of government from April 18, 1837, until the end of the session of congress, which assembled in 1840, was signed by President Houston December 15, 1836.

In the original plan of the City of Houston, which was completed in November, 1836, the plat extended back from the bayou six squares and paralleled that stream for twelve blocks. On that site the commercial district of the city has since developed. Early in January, 1837, the first steamboat that navigated the bayou above Harrisburg arrived, after many difficulties, at Houston, the site of which contained a few tents, with several log buildings in course of construction. The first sale of town lots was made January 19, 1837, and as it was the proposed seat of the government, many settlers and prospectors and investors were naturally attracted. Though the town was new and crude, the houses little more than shanties and the furnishings of the simplest, Houston at that time claimed many men whom history has judged worthy of continued renown. Besides the eminent Texans of the period,

there were ministers from foreign countries and distinguished visitors were not infrequent. Audubon, the great naturalist, thus describes Houston in his diary under May 4, 1837: "We saw before us a level, far-extending prairie, destitute of timber, and rather poor soil. Houses half finished and most of them without roofs, tents and liberty pole, with the capitol, were all exhibited to our view at once. We approached the president's mansion, however, wading in water above our ankles. This abode of President Houston is a small log house consisting of two rooms and a passage through, after the southern fashion."

The Allen brothers had contracted to provide buildings for the Government, and in April, 1837, the construction of a frame building was begun at the corner of Texas Avenue and Main Street. There was much delay, the roof was not finished for some weeks, and after every heavy rainstorm congress was compelled to delay its session. The capitol building was hardly completed in time for the second congress in the fall of 1837. The insufficiency of the buildings, the unhealthfulness of the situation, the muddy condition of the streets, were among other reasons urged for the removal of the seat of government before the temporary limit had expired. About the middle of September, 1839, the archives of the government were loaded on wagons and carried to Austin. The president and cabinet soon followed, and except for a special session of congress in 1842, Houston was no longer the capital. The old capitol building, after being deserted by the government, had many uses, but chiefly as a hotel, and continued to stand on the original site until it was removed in 1882 to make room for the New Capitol Hotel, which afterwards came under the ownership of the late William M. Rice, and was known as the Rice Hotel.

The beginning of Houston's municipal history was its incorporation as a city under act of June 5, 1837. In the same year the first courthouse and jail were built on the courthouse square, the jail being a log structure, and the courthouse a two-story frame building. As a municipality early Houston had little improvement worthy of special mention. Several years passed before any sidewalks were laid, the streets were uncared for, so far as known no attempts were made at drainage and the chief scavengers were the hogs that ran about the streets at will. It was not until the prosperous years immediately before the war that the first shell surface was laid on a street. Negligence of sanitary precautions and the climate co-operated in a high death rate, and yellow fever was not an infrequent visitor in the early years. However, there was no fever pestilence until 1867.

A brief reference may be made to early public and social institutions. The first city market-house, which from the early times of the city to the present has been intimately associated with the daily life of the people, was established about 1840. In 1871 a large market-house, city hall and theater was built on the square, but was burned in 1876, and replaced with a building equal in size and equipment, yet at one-fourth the cost of the original, the construction of which had been carried out under the lax conditions of the reconstruction era. The second courthouse was completed in 1850, and yet before the war a new courthouse was erected, regarded as one of the finest in the state. One of the earliest institutions was a city hospital, for the maintenance of which

a share of the total revenues was set apart. As to churches, Houston had churches but no regular church organization until the Presbyterians organized in 1839 and began the construction of a church building in the following year. A public school in the modern sense of the term did not exist for many years, but the municipal government maintained what was known as a city school, which was open to pupils on terms of tuition regulated by the trustees. Several other schools were maintained as individual enterprises.

While the capital of Texas during 1837-39, Houston became a city of 2,000 people, business became established, and trade gravitated in that direction. The energetic and broad-minded business men of the city at that time did not fail to take advantage of the commercial opportunities thus created. The merchants of Houston were constructive business men. Besides importing and displaying a full stock of goods, they sought their custom far beyond the ordinary limit. Wise accommodation and liberal inducements were needed in that period of paper currency. Planters and small tradesmen for a hundred miles inland were given credit from one season's end to the next. With prudence and fair dealing they combined a certain liberality, and in that way bound the adjacent region by lasting commercial ties. Wagons drawn by eight to twelve oxen, brought the produce of the Brazos and Colorado valleys to exchange at Houston. For this increasing produce an attractive market had to be offered, and goods sold in exchange at rates that would continue to meet the competition of rival centers of commerce. But Houston was not then an ultimate market, where commodities were brought to be converted by manufacture or to be consumed; but rather the convenient point where commerce was collected for wider transmission and where imports were distributed to smaller communities. Houston was an intermediate point where the cotton grower could exchange his staple for the goods he needed at home. As the cotton went on to different markets for manufacture, so likewise was the merchandise handled at Houston brought in from the cities of the East and foreign ports.

Expeditious handling of the traffic and convenient transportation, therefore, were the vital factors in Houston's commercial prestige during the years before the war as in later times. At first the enterprise of local merchants was sufficient to retain the advantage created by the presence of the seat of government. But Houston was situated fifty miles from the sea, and Galveston, Lavaca, Indianola and several other towns, whose business men exhibited equal enterprise, had the tremendous added advantage of being a seaport, where the traffic of the land could be passed directly on board sea-going ships. Produce sent to market through Houston had to submit to a double exaction, the cost of exchange and handling at Houston, and then a second charge made for transfer to the ocean-going vessels at Galveston.

The problem thus arose how to overcome this disadvantage and make Houston a seaport, a problem which has remained down to the present time, though it is now in a fair way to solution. By securing cheap transportation by water from Houston to the gulf, the merchants could still hold their own. As early as 1840 the city and Harris County appropriated money for clearing the channel of Buffalo Bayou, freight

rates were revised on the traffic between Houston and Galveston, and the city constructed a public wharf, while in 1841 the "Port of Houston" was established by city ordinance. But, in spite of these efforts, the power of Houston as a business center materially declined for the first ten years after the admission of Texas to the Union. It was found that Galveston could levy a heavy tribute for reshipment at her port upon all goods collected at Houston and sent down the bayou to be placed on vessels in the bay.

Houston was especially dependent on the support of the Brazos Valley. In earlier years much of the produce of that region had come overland to Houston. But Galveston merchants began sending vessels around the coast and up the river, and about 1850 there was begun the construction of a canal from West Bay to the mouth of the Brazos so that light-draft navigation could be carried on without interruption between Galveston and the plantations. In spite of material reductions of freight and passenger rates down the bayou, Houston was still at a



SHELL ROAD NEAR HOUSTON

great disadvantage. Some work had been done in the improvement and maintenance of highways leading up to Houston, but grading and "corduroy" were entirely inadequate. About 1850, at a time when a craze for such roads was general all over the country, a company was organized to build a "plank" road to the Brazos, but the plans were never carried out.

It was the railroad that saved Houston. Without it the decline, which began in the late '40s, could not have been stopped, and Houston might easily have shared the fate of other ambitious towns that were established after the revolution and that are now mere landmarks of that age. The energy with which Houston originated railroad enterprises which were actually carried out, and also turned to the advantage of the city railroads which originated elsewhere, was the conspicuous feature of this decade of railroad construction in Texas. Other Texas cities have since become great railroad centers, but Houston was first in the field and for half a century has enjoyed the commercial supremacy founded by the enterprising citizens of the '50s.

The old Harrisburg road was the first in Texas. Its construction began at Harrisburg in 1851 and was continued until by the close of 1855, its track terminated on the east bank of the Brazos, opposite Richmond. The second railroad was the Houston and Texas Central, construction work on which was begun at Houston in 1853, and progressed slowly north into the Brazos Valley. The first locomotive was placed on the road early in 1856. In order to share in the traffic hauled over the Harrisburg road, Houston citizens chartered the Houston Tap Railroad in 1856, and the seven miles connecting Houston with the Harrisburg road were completed during the same year. This road was prolonged under the name Houston Tap and Brazoria Railway until by the close of 1859, the line was completed to Columbia, in the midst of the sugar plantations of the Brazos Valley. In 1857, construction began on the Texas and New Orleans Railroad from Houston toward the Sabine. Thus in the short decade preceding the war, Houston was connected by railroad with the Brazos at Columbia and Richmond, with the Colorado at Alleyton, the Houston & Texas Central extended up the Brazos Valley to Millican and across the river to Brenham, while trains were being operated as far as Orange, over the Texas and New Orleans, and still another line to Galveston. Houston has become the center of five radiating rail lines.

As the center of railroads aggregating four hundred miles, Houston became the point of concentration for distribution of a large portion of the commodities produced and consumed in Texas. This brought about the high tide in the early commercial growth of the city, after which as a result of the war came a decline, and a complete revival of prosperity did not occur till the close of the decade of the '70s. Even with its command of superior railway facilities, Houston still had to meet the enterprising rivalry of its neighbor city on the bay. The efforts to obtain "direct navigation" from Houston by sea had so far failed, and Galveston interests were in a position to impose heavy wharf and reloading charges upon all shipments that came either by railroad or by Bayou from the collecting point at Houston. But such statistics as can be found indicate a rapid increase of commerce through Houston during the decade of the '50s. The cotton exports in 1842, through that city had amounted to a little more than four thousand bales, an amount which in 1854 had risen to about forty thousand bales, while in 1860, after the perfection of rail transportation, the exports were 115,000 bales.

Though never the scene of actual hostilities, Houston's losses caused by the war were greater in value than those in many cities which were marked by riot and pillage and destruction. During the war, her inland position beyond the reach of the blockading fleet, yet at the center of all the important Texas railways, gave Houston a larger trading activity than any other Texas city possessed. The location of the military headquarters of the district at this point was another feature of the city during this period. After the Port of Galveston was blockaded many of the citizens of that place came to Houston to live during the remainder of the war. While population and the superficial activities were undiminished, all substantial progress was arrested. The war suspended all the railroad enterprises, and no work was done except

such as was actually necessary to keep the roads in condition for military use, and at the close of the war two of the lines leading from Houston ceased operations entirely. Local improvements, public and private, extended no further than to the repairing of buildings, bridges, etc., while schools and other institutional activities languished.

It was the collapse of the industrial system of the South that brought the most serious ills to the city. Houston depended for its welfare on the productivity of the tributary region. The industrial machinery was completely disorganized by the war, and for a number of years the production of cotton and other crops was from a third to a half less than before the war. The sugar industry in the lower Brazos counties was almost discontinued, and similar conditions prevailed, though in less degree, in other directions. The political events of the reconstruction period affected Houston. During 1867-72 the local government was largely the creation of and subject to the military government, and in 1870-72, negro freedmen appeared among the city's officials and lawmakers. Moreover, in 1867, yellow fever became epidemic in Houston, and increased the discouragement and troubles of the time. With one or two exceptions, the decade of the war was barren of progressive enterprises, and at its close the city was relatively less important among Texas commercial centers than it had been in 1860.

While Houston was a railroad center before the war, it is important to remember that these were all intra-state lines, and "did not lead anywhere." Commerce might be collected over these roads at Houston, but it could not be sent to ultimate market except by the sea. It was not until 1873, that Houston had all-rail communication north across the Red River and thence to St. Louis. Rail communication with New Orleans, El Paso, and San Francisco, was completed in 1883. Up to that time the carloads of cotton which converged at Houston had to be reshipped by water route to their destination. The only accessible gateway to Texas was through the Port of Galveston. The construction of the great trunk lines of railway during the '70s and '80s opened "the back door of Texas," and inaugurated a complete change in transportation and general commercial conditions not only at Houston, but throughout the state.

In the meantime traffic was largely confined to the sea route, from Galveston to outside markets, and the latter city was master of the transportation situation. A number of attempts were made by Houston to circumvent its seaport rival. In 1866 the Houston Direct Navigation Company was chartered for the purpose of opening a channel down the bayou and out to open sea through Bolivar Roads. The Buffalo Bayou Ship Channel Company, chartered in 1869, was also given the privilege of constructing and maintaining a ship channel from the City of Houston to the Gulf. In 1870, Congress constituted Houston a "Port of Delivery," so that merchandise could be imported direct to Houston merchants without being subject to the supervision of the Galveston custom house. As a result of the enterprise of the Direct Navigation Company, a large amount of traffic was sent from Houston on barges down the channel and bay to the gulf, avoiding the charges and losses incident to handling at Galveston. In 1873, it was estimated that three-fourths of the freight which was concentrated at Houston

from interior points was sent to market down Buffalo Bayou. While there was a railway between Houston and Galveston, its gauge was different from that of other lines, so that rolling stock could not be interchanged, and Houston business interests had also combined to prevent such terminal connections in their city as would allow the uninterrupted transmission of freight from interior points through Houston to the wharf at Galveston. By the deepening and improvement of the Buffalo Bayou ship channel, and by other means, Houston was enabled to retain an interest in a large proportion of the traffic which of necessity had to pass through that city.

By 1877 the ship channel enterprise had been carried out so as to allow navigation by vessels of 12-foot draft between Clinton down to the Gulf, and the Morgan Railroad and Steamship interests had constructed a railway between Clinton in connection with the railway terminal in Houston. In that year, besides this water route, the railway facilities at Houston had greatly increased beyond those found at the beginning of the Civil war. The Houston & Texas Central with its branches, over five hundred miles of railway, brought cotton and other products from as far as Red River and a large section of Central Texas. The International & Great Northern, with an equal mileage, also poured in the commerce from another division of Eastern and Central Texas. The Galveston, Harrisburg & San Antonio, just completed to San Antonio, carried the trade of the intervening territories to Houston. Moreover, the Texas and New Orleans was in operation from the Sabine, the Brazoria Tap from the Lower Brazos, the Texas Western Narrow Gauge from another point on the Brazos, and there was then being built the Narrow Gauge Road, the Houston, East & West Texas. Between Houston and the gulf only two routes were available for all the traffic that these lines were preparing to unload at Houston—the ship channel and the Galveston, Houston & Henderson.

Houston's trade organization and the individual business men were making energetic efforts to reap the advantages supplied by this transportation system. During the '70s, the Board of Trade and Cotton Exchange was organized, cotton compresses were built, and the handling, storage and transfer facilities for the cotton market were greatly improved. About the same time an elevator was built and arrangements made to create a grain market at Houston. The efforts of these and other agencies gave Houston a splendid advantage as a concentration point, and that advantage is one that the enterprising business men have never allowed to be lost in subsequent years.

The causes which made Houston successful in its early struggles for commercial supremacy and which have continued to operate in large degree through subsequent years may be briefly summarized as follows: (1) The cumulative strength of a business prestige to which the tributary country had become accustomed through long experience; (2) the basic position with respect to railroad traffic management; (3) the superior business methods of local merchants; (4) the always more or less available water transportation down the bayou. It is well understood that transportation is the key to commercial power. In Houston, not only have local merchants and factors composed their commissions and afforded facilities for greatest convenience of trade; but as a result

of years of adjustment and experience the various transportation agencies have conceded rates that give Houston pre-eminence as a traffic center. As the original center of Texas railroads it was necessary that the scheme of freight charges should be based on Houston as the terminal. With Galveston developing as the great Texas harbor and port for water traffic, and Houston as the center of railway lines, there naturally arose not only a keen competition between the two individual localities, but also between all the transportation agencies centering therein. In the long competition between rail and water transportation there came about a gradual equalization between Houston and Galveston. While Houston has not been a port in the same sense as Galveston, it has been able to compete with the latter city because of the imposition of a "differential" rate which has kept the two cities practically on the same plane and has minimized the obstacles of transportation between them. The method of equalizing the two traffic terminals by fixing Houston as a "base-point" and determining Galveston rates by adding a minimum arbitrary has been in existence many years. The Texas Railroad Commission, when created in 1891, recognized the usage, though modifying it in certain details, and has continued it as a sort of commercial balance wheel between the two cities. When Houston, through its proposed ship channel, actually becomes a deep-water port, differential principles will probably be abolished, since there will then remain little reason to justify a difference of rail rates from these cities beyond the zone of local traffic.

Probably no one enterprise has aroused more enthusiasm and has been deemed of greater commercial importance in Houston and vicinity than the Houston ship channel. In 1910 Congress voted an appropriation of \$1,250,000 for the continuation and completion of this ship channel, conditioned upon the Houston navigation district voting a similar sum. Harris County, comprising this district, subsequently voted to bond itself for that sum, in order to complete the channel to a depth of twenty-five feet, so that ocean-going vessels might pass directly over the bar at Galveston and continue unimpeded to dock in the great turning basin harbor on Buffalo Bayou near the outskirts of Houston City. Since the funds were made available, progress has been made on this enterprise. Portions of the channel have already been dredged to a depth of twenty-four feet, while in other divisions the depth ranges from nine to sixteen feet, and between the turning places and the city docks in Houston a depth is maintained for barges and light-draft vessels of six feet. According to statistics furnished by the Houston Chamber of Commerce, the traffic over this waterway in its incompleting condition during the past year had a total value of over fifty million dollars, showing an increase of more than a million and a half dollars over the previous year. More than half of this traffic was represented by cotton, while other large items were rice, lumber and shingles, machinery, groceries and provisions.

As already explained, Buffalo Bayou has been an outlet for Houston commerce since the founding of the city and the improvement of the waterway began while Texas was still a republic. In the early years considerable work was done both by the state and by local enterprise, but the rapid building of railroads about Houston during the five years

before the war absorbed all resources and waterway improvement was neglected. While there has never been a time when the bayou and river route from Houston to the gulf has not carried a large amount of freight, the development of this highway of traffic was not taken up in a comprehensive manner until comparatively recent years. Some reference is contained in these pages to the private companies which undertook to dredge and improve the channel during the '60s and '70s. In 1881 the work which had been performed by the Bayou Ship Channel Company, was turned over to the Government. In the meantime the Federal Government had taken up the project to deepening and improving the Galveston Bay Ship Channel, between Bolivar Point and the mouth of the San Jacinto River. Supplementary to this work the Government appropriated for the Buffalo Bayou project about a quarter of a million dollars between the years 1881 and 1896. By 1896, the construction of jetties and the cutting across the bar at Galveston had brought about the long-delayed opening of a deep-water port at Galveston. Up to that time Galveston had suffered a serious disadvantage owing to the fact that commerce collected at that point had to be lightered across the bar and reloaded upon deep-draft vessels, but when it became possible for the ocean liners to run alongside of the wharfs at Galveston and load directly from the railroad cars or warehouses that city gained an obvious advantage over its rival. The improvement of terminal facilities so as to effect immediate transfers from railroad to ship would eventually result in the concentration of traffic around this deep-water port. In order to preserve all the advantages of commerce and transportation which had been acquired as a result of years of enterprise, Houston must also gain a location where the carriers by sea could meet the carriers by land. And as the city could not be moved to the twenty-five-foot channel recently completed, it was necessary to have that channel extended to the city. That was the origin of the Houston Deep-waterway Movement and of the Houston Ship Channel. In 1897, the Government engineers recommended the construction of a twenty-five-foot channel from Galveston to Houston, and then ensued an energetic local campaign to influence Congress to carry out this project, the cost of which was originally estimated at four million dollars. The first appropriation was made in 1899, and up to March, 1909, a total of over two million dollars had been appropriated for the work. Since that time the matter has been co-operative enterprise between the general government and the Houston navigation district, as above explained.

The growth of Houston, as exhibited in its population statistics, has been as follows: In 1850, 3,112; in 1860, 6,047; in 1870, 11,584; in 1880, 18,646; in 1890, 27,557; in 1900, 44,633; and in 1910, 78,800. Locally the population has been estimated at a hundred thousand or more, since the census figures did not include the population of a number of suburbs which are, in many respects, integral parts of the city.

In every older city, where business conditions, social relations and property values became established years ago, there has been greater obstacles to municipal improvement than in some of the newer centers which start off with an approximation at modern municipal conveniences. In order to attain some of the ideals of modern municipal development, it has been necessary for Houston to pass through a period of tearing

down and building up, and this has taken time. City building is both a gradual and costly evolution. At the close of the war and the reconstruction movement Houston had a very limited record of improvement. The first important public utility was the erection of gas works soon after the war. Its streets were partly graded, but the transformation to a modern city hardly began before 1880. The carpet-bag administration of local affairs had brought about practical bankruptcy, and that and other reasons made it almost impossible to undertake any comprehensive scheme of improvement. Only brief reference can be made to the inauguration of many improvements and conveniences which are now accepted as a matter of course. The first practical test of the telephone in Houston was made in the fall of 1879. The era of effective and permanent street paving began about 1881, when several blocks were surfaced with stone or with gravel. Until 1880 the only water supply was from cisterns and wells, and the first test of the waterworks



BEAUMONT POSTOFFICE

established by a private company was made in August, 1879. Since 1906 the city has owned the waterworks system. Houston was one of the early cities in the South to adopt electric lighting, the current being used to supply lights to individual customers in December, 1882, and in the following year to light the streets. In 1874 the first rails of a street railway were laid, and the line originally connected the Central Station with the International & Great Northern Depot. Until 1891 mules were used to draw the cars, and in that year electricity was substituted.

By a charter which was approved and become law March 18, 1905, Houston adopted the "commission form of government." The most important benefits which have been claimed by this new municipal system are: Municipal economy; a small number of city officials who are responsible to the city at large; and more direct and effective methods of handling the business of the corporation. For a number of years

the credit of the system of the city had been very unstable, but reform in the methods of revenue collection and greater efficiency in the handling of resources have since brought the fiscal affairs of the city to a substantial basis, and, judged from its economic benefits alone, the new government has justified itself. It is also true that in the past ten years a greater volume of important and permanent public improvements has been inaugurated and carried out than at any previous decade in the city's history.

Forty years ago Houston's main street was lined with two or three-story brick buildings. Nearly all of these old landmarks have since been torn down, and Houston is now, like other progressive commercial centers, a city of skyscrapers. There are dozens of buildings from seven to sixteen stories high, and this was the first city in Texas to erect a building sixteen stories. Among public buildings should be mentioned the courthouse, constructed at a cost of half a million dollars; the city hall and market-house, built in 1903; the Carnegie Library, built in 1906; the Houston Auditorium, built in 1910-11 at a cost of a quarter of a million; the Federal Building, built in 1912.

The late William M. Rice left real estate and other resources valued at \$8,000,000 as an endowment for the founding and support of the Rice Institute of Literature, Science and Art. The endowment now amounts to about ten millions of dollars, and is one of the largest single funds devoted to education in the South. The grounds for the Rice Institute are located two miles south of the city.

Commercially the transportation business is still the pre-eminent factor in Houston. Houston is the terminal for seventeen railroad lines, and the most important feature of the business district are the great freight yards that occupy half a dozen or more points about the city. Here the enormous volume of traffic is concentrated for further shipment or distribution, and under the freight sheds of the seventeen railroads is collected the commerce that has magnified the city to its present greatness. Besides the general offices and the operating departments of transportation at Houston, there are extensive railroad machine and repair shops, and the Chamber of Commerce reports that the army of office and shop employes number about six thousand, and it is probable that the transportation interests represented at Houston employ nearly a third of the wage-earning population of the entire city.

According to the figures of the last census for the year 1909, Houston ranks second among Texas cities in manufacture. The number of establishments enumerated in that year were 229, and the persons engaged numbered over six thousand. The capital invested was over sixteen million dollars and the value of products annually over twenty-three millions of dollars. Almost every line of manufacturing was represented in the total, but the largest single item was cars and general shop construction and repairs by steam railroad companies, at which 1,600 persons were found engaged. Outside of the railroad shops, the largest single industry was the car-wheel works, founded by Mr. Dickson in 1889.

Houston has also become, largely as a result of its transportation facilities, one of the principal markets and trade centers of the Southwest. The cotton trade and general merchandise jobbing business have

been permanent for many years. Houston is now regarded as the chief business center of the lumber trade of the Southwest, a large proportion of the commercial transactions in oil are made here, and hundreds of the great financial and industrial corporations have local offices. Houston also claims five of the largest rice mills of the state. In the retail trade, especially as a "shopping town," Houston is the center for South Texas just as Dallas is for the northern half of the state.

HOUSTON COUNTY

Houston County was created and organized in 1837, and until 1846 comprised a large block of territory to the north between the Trinity and Neches rivers, including Anderson County, and in 1850 Trinity County on the south was set off. In 1850 the county had a population of 8,058 including 2,819 slaves. At that time the amount of improved land was about 40,000 acres, and there were several towns and settlements, including the old county seat of Crockett, which has always been the metropolis of this section. Postoffices in 1856 besides Crockett were Hall's Bluff, Naches, Robin's Ferry and San Pedro. Population since the war has increased as follows: In 1870, 8,147; in 1880, 16,702; in 1890, 19,360; in 1900, 25,452; and in 1910, 29,564 (12,548 negroes).

Houston County is situated just outside the great long-leaf pine district, but originally fully four-fifths of its area was densely wooded with a great variety of native trees, and in 1880 the stand of merchantable loblolly pine in the county was estimated at more than three billion feet. There were a few sawmills in the county to supply the local demand for lumber before the war, but the industry was put on a commercial basis about thirty years ago, and lumbering is still the leading business and chief resource. Until recently the county has had but one railroad, the International and Great Northern, which was built through the central portion of the county from south to north under the name of the Houston & Great Northern during the year 1872. Within the past ten years a short road known as the Eastern Texas, starting from Lufkin in Angelina County penetrated Houston County as far as Kennard, in which locality are several large lumber mills and lumber towns. Within the present decade the Beaumont & Great Northern has extended its road from Trinity as far as Weldon in this county. One of the chief means of transportation in earlier years were the rivers, especially the Trinity, and there were several landings along that stream and much of the cotton and other produce was sent down the river on flat boats and steam craft. Steam boats ran up the Trinity past Houston County as early as 1847. It should be noted that the old San Antonio road crossed Houston County, and many of the early settlements were established by immigrants who came into the state along that highway from Nacogdoches.

After the lumbermen had begun cutting the forests of Houston County, the agricultural resources remained neglected for a number of years, and as late as 1882 there was little more land in cultivation than there had been before the war. The field crops were less important at that time than the raising of stock, and the farmers found it particularly easy to raise hogs on the open range, fattening them at small expense with the mast of the forest. The county is still prominent as a live stock



A FEW OF HOUSTON'S SKYSCRAPERS

center. In 1882 there were about 16,000 cattle, 12,000 hogs, and other stock, while in 1910 the live stock interests were enumerated as follows: Cattle, 30,058; horses and mules, about 8,300; hogs, 35,836; goats, 1,794; and poultry, 92,426.

In recent years Houston County has made much progress agriculturally. About ten years ago the cotton yield of one season placed the county second among Texas counties in the production of that staple. The county has a considerable area of the "Orangeburg" soil, esteemed as especially adaptable to the growing of fine tobaccos, and experiments have proved that Houston County can produce high grade Cuban tobaccos. It is also a fruit country, included within the belt of land that produces the bulk of the Texas peach crop and vegetables. The development of the general agricultural interests is shown by figures supplied by the last census. There were 4,446 farms in the county, as compared with 4,181 in 1900; about 193,000 acres were classified as "improved land" as compared with about 174,000 acres at the preceding census; and out of a total of 787,840 acres, 403,235 acres were included in farms. The amount of land planted in cotton in 1909 was 65,364 acres; in corn, 49,680 acres; in peanuts, 2,398 acres; in potatoes, 597 acres; in sweet potatoes, 619 acres; in other vegetables, 1,031 acres; and about 162,000 orchard fruit trees were enumerated.

The City of Crockett, the county seat, in 1890 had a population of 1,445; in 1900, 2,612; and in 1910, 3,947. Besides the extensive mining of lignite coal in the vicinity and the large lumber mills which contribute to its commercial prosperity, Crockett also has other industries, such as creameries, canning factories and fertilizer factories. The other towns in the county, a number of them centers of the lumber industry, are Lovelady, Kennard City, Graceland, Ratcliff, Augusta, Weldon, and Holly. In 1870 the assessed value of taxable property in the county was \$1,711,929; in 1882, \$2,320,123; in 1903, \$5,014,445; and in 1913, \$9,079,375.

TRINITY COUNTY

Trinity County, lying between the Trinity and Neches rivers, is situated in the great piney woods of East Texas, and originally fully nine-tenths of its area was covered with forests, including immense quantities of the long-leaf, loblolly and short-leaf pine. The county is in the edge of the long-leaf pine area, and in 1880 the stand of that timber was estimated at over fifty million feet, while there were nearly two billion feet of loblolly pine. Recent years have seen a great development of the lumber interests, and the county now has several railroads constructed within the past ten years primarily to reach the timber resources. Of the various classes of merchantable timber, an approximate estimate is placed at two billion feet, and most of the capital engaged in industrial operations and a large proportion of the inhabitants are employed in this business. Hardly a tenth of the land is in cultivation, and livestock raising is a more valuable resource than agriculture.

Trinity County was detached from Houston County in 1850 and

organized in the same year. In 1875 a portion of its territory was added to Polk County on the south. The population of Trinity County in 1860 was 4,392 (959 slaves). In 1856 the county had only two post-offices, Sumter, the old county seat, and Lake. The proportion of slaves to the total population was considerably smaller than in many East Texas counties, and many of the early settlers were small independent farmers who cultivated small patches of land and depended upon the abundant resources of the woods, with its game and fine range for cattle and hogs, to gain the means of livelihood. The amount of improved land in the county in 1860 was about 12,000 acres. For a number of years after the war population increased very slowly, and the modern era of development began during the '80s, when the timber resources were drawn upon to supply other than local markets. In 1870 the population was 4,141; in 1880, 4,915; in 1890, 7,648; in 1900, 10,976; and in 1910, 12,768 (3,195 negroes). The value of taxable property in the county in 1870 was \$238,556; in 1882, \$916,331; in 1903, \$2,568,718; and in 1913, \$6,594,911.

Early in the year 1872 the Houston & Great Northern, now the International & Great Northern, reached Trinity from Houston and was extended on through the county during the same year. About 1881 the Trinity & Sabine Branch of the International & Great Northern was constructed from Trinity in an eastward direction through the county, and this road is now a part of the Missouri, Kansas & Texas system. After the building of this railroad the Town of Groveton was established on its line, and the county seat removed from its original location to that point. Other old towns are Pennington, at one time the seat of a college which had a just fame over this section of Texas and educated a number of men now active in affairs, Centralia is another old town. The two railroads just mentioned were the only lines in the county until within the last seven or eight years. By 1910 the Texas Southeastern, starting from Lufkin, had over forty miles in operation, one branch extending into Trinity County and furnishing transportation to the lumber mills along the Neches River valley. At the same time the Groveton, Lufkin & Northern was under construction and now has a line extending from Groveton and connecting with the Texas Southeastern. Since then the Beaumont & Great Northern, which in 1910 extended from Livingston to Trinity, has been continued west some miles into Houston County.

Among the undeveloped resources of Trinity County are deposits of lignite, asphalt, salt, chalk and sulphur. The county in recent years has developed the fruit and truck industry, and while there are no large ranches the live stock industry is also important. In 1910 the census reported 1,406 farms, against 1,271 in 1900; of the total area of 458,240 acres, 120,572 acres were included in farms, and about 43,000 acres in "improved land," an increase of about 2,000 acres since 1900. The number of cattle was 19,165; horses and mules, about 3,000; hogs, 21,170; goats, 5,135; and poultry, 38,168. In 1909, 13,913 acres were planted in corn; 11,872 acres in cotton; 1,369 acres in peanuts; 517 acres in sweet potatoes; 395 acres in other vegetables; and about 23,000 orchard fruit trees were enumerated.

MADISON COUNTY

Madison County was formed in 1853 from Grimes, Walker and Leon counties, and was organized in 1854. It is a comparatively small county, and its eastern boundary is the Trinity River, with the Navasota on the west. Originally about two-thirds of its area was in timber, and the rest prairie. In 1880 it was estimated that the county had over two hundred million feet of loblolly pine, and there was also a large amount of other woods, much of it suitable for manufacturing. Along the river bottoms the pecan tree is native, and the nut crops from this source are still important. The grazing industry combined with the staple crops of cotton and corn has always been the chief resource of the inhabitants, and the county's development has been retarded until the past ten years by the lack of railroads.

In 1860 Madison County had a population of 2,238 (675 slaves). At that time the amount of improved land was about 9,000 acres. The population in 1870 was 4,061; in 1880, 5,395; in 1890, 8,512; in 1900, 10,432; in 1910, 10,318 (2,757 negroes). Practically all the population



LOGGING SCENE—BUNA

live on farms and the two or three village centers, and no important towns are found in the county. The oldest centers of population are Madisonville, the county seat, Midway, in the eastern part of the county, and before the war there was also a postoffice called Elwood. Madisonville was described in 1882 as a town of about 400 inhabitants, with two church buildings, a brick courthouse, and a block of four two-story brick stores.

The first railroad in the county was the Madisonville branch of the International & Great Northern, completed from Navasota to Madisonville in 1903. Since then two trunk lines have been constructed near the western edge of the county, the first being the Mexia-Navasota division of the Houston & Texas Central, built in 1906, and the second being the Trinity & Brazos Valley, completed in 1907.

In 1870 the value of taxable property in the county was \$589,198; in 1881, \$828,089; in 1903, \$1,703,180; and in 1913, \$4,694,670. The general agricultural status of the county is shown in the following figures from the last report of the United States census: The total

area is 316,800 acres, with 229,456 acres included in farms; about 89,000 acres "improved land," as compared with about 71,000 acres in 1900; the number of farms, 1,869, compared with 1,742 in 1900. The number of cattle was 19,000; horses and mules, about 4,800; hogs, 12,843; goats, 1,299; and poultry, 53,659. In 1909, 35,719 acres were planted in cotton; 24,814 acres in corn; peanuts and hay were other important crops; about 650 acres were planted in potatoes, sweet potatoes and other vegetables; and about 32,000 orchard fruit trees were enumerated.

LEON COUNTY

On the east side the Trinity, on the west the Navasota, on the south, along the entire boundary, the old San Antonio road,—these three features were particularly important in the early history of Leon County. The San Antonio road was the great highway of traffic between the United States and the Mexican Province of Texas, and continued an important route of immigration and traffic for many years during the Republic and the early state. The first land grants and the first surveys were made in Leon County before the Revolution. Indian hostilities and the unsettled conditions of the middle '30s, prevented permanent settlement, and it was about 1840-41 that the first pioneers ventured away from the old San Antonio road into the woodlands and located along Boggy Creek in the community later known as Rogers Prairie. A blockhouse was built known as Fort Boggy, while other settlers located independently at various points in the midst of the dense woods, some opening up plantations and others establishing mills. Thus the first settlements were in the vicinity of the old highway.

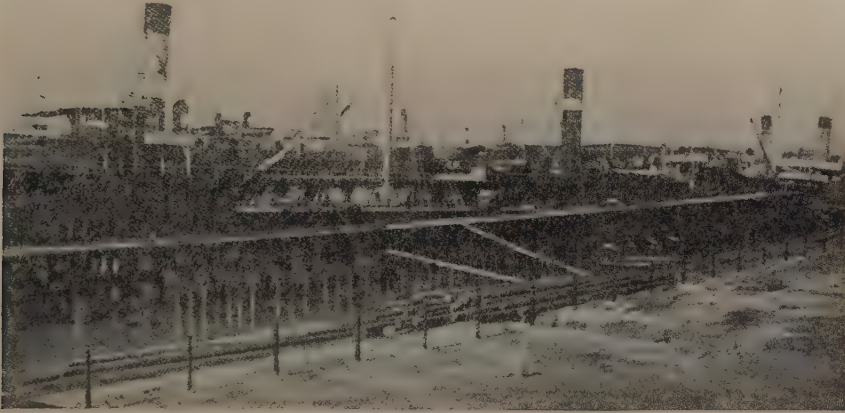
About 1847, the local planters supplied the means for the operation of small steamboats up the Trinity, and this led to a distribution of population along that river and as a result several old villages or landing places were established, among them Cairo, Commerce, Navarro and Brookfield's Bluff, the only one of which became important being Navarro.

In a few years it became possible to muster a hundred votes in the country between the Trinity and the Navasota, and on July 13, 1846, Leon County was created from the original Robertson. In 1845 a store had been established in the southern part of the county as a nucleus for the village of Leona. Leona was designated as the first county seat and retained that honor for about five years. Then an election was held, and the majority of votes favored a place in the center of the county, known as Centerville, to which the county government was moved in 1851. Leona, which had been the site of the first postoffice in the county in 1846, has since declined to the position of a mere hamlet. Besides Leona the postoffices of the county in 1856 were at Kidd's Mill, at Navarro on the Trinity River, and at Centerville.

The next important factor in the arrangement of the county's population and of its centers of trade was the railroad. In 1870 construction was begun on what was then known as the International Railroad at Hearne in Robertson County, and by the close of 1871 fifty miles were in operation, as far as Jewett in Leon County. The road was soon

extended in the following year to Palestine, giving this county a line across its entire northern border. The county had no other railroad until the present century. In 1907 the Trinity & Brazos Valley was opened from Teague to Houston, and about the same time the Mexia-Navasota "cut-off" of the Houston & Texas Central was built almost parallel to the Trinity and Brazos Valley through Leon County. The building of the first railroad brought about the establishment of Jewett, Marquez, Oakwood and Buffalo. During the '70s most of the trade and shipping of the county was directed through these points, and Centerville, though still the county seat, has always been at a disadvantage through lack of railway communication.

Leon county was originally heavily timbered and the making of farms was accomplished only by heavy labor. Lumbering still continues as an important industry, especially the manufacture of hardwood. At the last census of a total area of 704,604 acres, only 354,613 acres, about one-half, were occupied by farms, and of this 138,425 acres were classified as "improved land," as compared with about 112,000 acres in 1900.



PORT ARTHUR DOCKS

Many of the early settlers brought their slaves with them, and stock raising and cotton growing were the chief industries both before and after the war. Stock raising still remains a big asset, and the county has more live stock than many of the characteristically stock counties of the West. From an early day the raising of hogs has been particularly profitable, owing to the supply of mast in the woods. In the early years of the present century cotton production fell rapidly owing to the boll weevil, and the more progressive element relies on diversified farming. While the area of cultivated land increased during the first ten years of the century, the number of farms in 1910 was 2,863, as compared with 2,874 in the preceding census. The census figures on live stock were: Cattle, 26,995; horses and mules about 6,600; hogs, 44,642; goats, 1,602; poultry, 69,732. In 1909 the acreage in cotton was 44,387; in corn, 32,546; in hay and forage crops, 1,619; in peanuts, 604; in potatoes, sweet potatoes and other vegetables about 800; and approximately 76,000 trees were enumerated in the orchard fruits, peaches being the principal fruit crop. In the western part of the county the mining of lignite is an industry at Evansville and Bear Grass.

Leon county was settled with about 5,000 people before the war, with a large percentage of slaves. The industrial situation was overturned by the war, and population increased only slowly until the decade of the '70s. In 1870, population was 6,523; in 1880, 12,817; in 1890, 13,841; in 1900, 18,072; and in 1910, 16,583 (6,878 negroes). In 1870 the amount of taxable wealth in the county was \$1,065,823; in 1882, \$1,762,780; in 1903, \$3,069,380; and in 1913, \$8,110,567.

BRAZOS COUNTY

The first name of this county, which was created from the original Washington County by act of January 30, 1841, was Navasota, and Brazos was adopted as a result of another act just later. The Brazos and Navasota rivers form two sides of the triangular area embraced in the county, and it is a matter of interest that for the north boundary the old San Antonio road was selected west from the Navasota "to a point on the road south of Leander Harl's residence," and thence in a straight line to the crossing of the Brazos at old Fort Tenoxtitlan. Thus two old landmarks of early Texas history are associated with the north boundary of this county.

This county was one of the few counties of the state to get railroad facilities before the war. The Houston & Texas Central was completed as far as Millican in 1860, where construction was suspended for six years. In 1867 the road was extended to the north. During the interval, in spite of the war, Millican was one of the most flourishing towns north of Houston. The trade by wagons came from both sides of the Brazos for more than a hundred miles in the interior. After the war, as a result of the continuation of railroad construction, and also from the yellow fever epidemic of 1867, Millican lost its commercial prestige and most of its population. So far as the county's metropolis was concerned, the Town of Bryan, established as soon as the railroad reached there, took the lead, and in a few years was selected as the county seat over Boonville. In the act of 1841 creating the county, commissioners were directed to select a county seat within five miles of the center of the county, the name of which should be Boonville. Such was the origin of the settlement which during the next twenty years was the official and the trading center of the county. During the railroad era, and after it lost the county seat, it lapsed into a country village, and is now one of the many lost towns of the state.

The Somerville branch of the Santa Fé Railroad was built through the southern part of the county in the early '80s, and within the present century the International & Great Northern and the Hearne & Brazos Valley have given additional railroad facilities. There is now in operation an interurban line between Bryan and College Station, a distance of five miles.

In the census of 1850 the county had only 466 white residents and 148 negroes. In 1870 the total population was 9,205; in 1880, 13,576 (6,250 negroes) in 1890, 16,650; in 1900, 18,859; and in 1910, 18,919 (8,827 negroes). The wealth of the county has increased, according to assessed valuations, as follows: In 1870, \$1,697,867; in 1881, \$2,169,064; in 1903, \$4,270,140; and in 1913, \$9,705,156.

Economically, especially in its agricultural interests, the county is progressive above the average. In this a most influential factor has been the Agricultural & Mechanical College, established at College Station in 1876. The practical work accomplished by the students on the college grounds and the ideas that radiate from the institution necessarily have a strong reaction within the immediate vicinity of Bryan. The county has an approximate area of 382,080 acres, of which 288,727 acres were occupied as farms in 1910, with about 138,000 acres of improved land. The number of farms in 1910 was 2,627, compared with 2,613 in 1900. Livestock statistics for 1910: 17,577 cattle; about 8,000 horses and mules; 18,711 hogs, some showing of sheep and goats, and 75,978 poultry. Cotton was the principal crop, as it had been from the earliest settlement, and in 1909 the acreage in that crop was 72,275; 34,021 acres were in corn; while peanuts, potatoes and sweet potatoes, hay and forage crops, contributed in more limited measure to the crop wealth of the county. Over 35,000 trees in "orchard fruits" were enumerated. A source of much wealth to the county lies in the reclamation of lands long subject to overflow, chiefly along the Brazos. It is reported that some fifteen thousand acres have already been reclaimed by levees and ditches, and bonds have been voted for the maintenance of these improvements.

Bryan, the county seat and metropolis, has several claims to importance. Its population in 1900 was 3,589, and in 1910 was 4,132. For thirty years it has enjoyed much prosperity as a cotton market, and boasts of being the greatest cotton market north of Houston. It is an educational center, and besides the nearby Agricultural & Mechanical College, it has three denominational schools—Allen Academy for boys, Bryan Baptist Academy and Villa Maria Ursuline Academy—and also a large investment and equipment in the public schools. A free library building that cost \$25,000, a Federal appropriation for a Government building, municipally-owned light and power, water and sewerage system, one of the largest cotton mills of the state, cotton compress and four gins, flour mill and three banks with deposits of more than a million and a half—are among the resources noted by the Bryan Commercial Club, which of itself deserves mention as a valuable and enterprising institution of the city.

BURLESON COUNTY

The old San Antonio Road, the principal route of travel and traffic through Texas in the early days, runs centrally through Burleson County, the county seat Town of Caldwell having been a station on that road. That portion of the county lying south of the road was originally in Washington County, and some of the early Austin colonists occupied land in that vicinity. Burleson County was not permanently organized until 1846. In 1840 the Texas Congress provided that all of Washington County west of the Brazos and north of Yegua Creek should be annexed to Milam County, and that a new county should be formed comprising this territory and a portion of Milam County. In that act Caldwell was selected as the county seat for the proposed county, and Burleson County was created soon afterwards. As the people did not take steps

to organize a local government, the formal creation of the county was left to the act of March 24, 1846.

On the Brazos River not far from the county line between Burleson and Milam, was the old Mexican fort, Tenoxtitlan, one of the first established after the decree of April 6, 1830, partly for the purpose of protecting the frontier against Indians and also to enforce the laws of Mexico among the settlers. A small town grew up in the vicinity, but was little more than a name after the revolution, and its identity has long since been lost in Texas geography. The Indian hostilities that began with the revolution and continued for over a decade hindered the progress of settlements north of the San Antonio Road, so that Burleson County was practically on the frontier until Texas became a state.

During the early years the Brazos River was much used for transportation, and the chief market town was Washington. In earlier years there was a great traffic over the old San Antonio Road, and Caldwell profited from that highway as well as from the fact that it was the



MAIN STREET, BRYAN

county seat. A traveler over the road in 1856 mentions the hotel at Caldwell as the most comfortable he had lodged in since beginning his journey in the eastern counties, and he also mentions the sheep industry as important in that vicinity. Burleson County for many years was an important live stock center, and the Texas almanac for 1871 said: "This is quite a stock country, and fine flocks of sheep are seen on all the prairies; but the area of cultivated lands is rapidly increasing." For many years diversified agriculture has been rising in the scale of importance.

In transportation the county has two railroads, the Gulf, Colorado & Santa Fé and the Houston & Texas Central. The main line of the Santa Fé was extended from Brenham north through this county in 1880, and a few years later the Navasota branch of the same road was built to Somerville. A few years ago a line of the Houston & Texas Central was constructed between Giddings through Caldwell to the Brazos River.

From live stock the inhabitants began devoting more attention to agriculture, chiefly cotton, still later years have diversified their efforts, until the county now has a quite well balanced agricultural and industrial development. Sawmilling and related industries have long been valuable, and Somerville is the seat of one of the largest tie and lumber preserving plants in the south. Truck growing has been developed successfully, and considerable attention has been paid to the poultry industry. Burleson County took the lead in the reclamation of the bottom lands along the Brazos River after the state had given legislation permitting the organization of drainage districts to carry out such work. The first district was organized in July, 1909, and the second district in June, 1911. The first district includes 50,000 acres and the second 5,000 acres. Bonds to the amount of a quarter of a million dollars were issued for the work of district No. 1, and ten thousand dollars to cover the work in district No. 2. A levee twenty-eight miles in length has been constructed on the south bank of the Brazos River to protect this land from overflow.

Out of a total area of 434,760 acres, Burleson County, according to the census of 1910, had 341,970 acres occupied as farms, with about 130,000 in "improved lands." There were at the time 2,765 farms in the county. The county's live stock statistics were: cattle, 20,909; horses and mules, about 7,400; hogs, 19,974, and poultry, 78,741. The largest single crop in 1909, according to the census report, was cotton, with an acreage of 66,788; next came corn, 33,316 acres; while other important crops were oats, wheat, peanuts, potatoes and sweet potatoes. The county had more than twenty thousand trees in "orchard fruits," while over four thousand trees were reported as nut bearing.

Population statistics: In 1850, 1,213 whites and 500 negroes; in 1870, 8,072; in 1880, 9,243 (3,886 negroes); in 1890, 13,001; in 1900, 18,367 (8,321 negroes); and in 1910, 18,687. A portion of the old county had been detached in 1874 and annexed to the new County of Lee. The chief town is Caldwell, which in 1890 had 1,250 inhabitants, in 1900, 1,535, and in 1910, 1,476. The second town in the county is Somerville, and other towns are Lyons, Deanville and Chriesman. The resources of the county so far as indicated by assessment figures has been as follows: In 1870, \$857,613; in 1881, \$1,870,716; in 1903, \$3,692,135; and in 1913, \$8,175,100.

LEE COUNTY

Through the central portion of Lee County runs the old San Antonio Road, the presence of which highway was an important factor during the early settlement of this section. The county was in the northern limits of the old Austin colony, and the first settlement began before the establishment of the Republic. The county was created in June, 1874, from portions of the adjacent counties of Burleson, Washington, Fayette and Bastrop. The oldest town in the county is Lexington, which was formerly in Burleson County, while Giddings, the county seat, was at one time in Washington County.

Nearly one-fourth of the area of the county is rolling prairie, and the remainder is heavily timbered bottom lands. The bottoms of the Yegua

Creeks supported a heavy timber growth, and for many years sawmilling was an important industry. Most of the early settlers relied upon stock raising, and corn and cotton were long the staple crops. This is about an average county as a live stock center, and in recent years dairying and poultry raising have become profitable.

Some statistics from the last census will indicate the agricultural activities of the county. In a total area of approximately 359,680 acres, 284,382 acres are occupied as farm lands, but only about ninety-six thousand acres are classified as "improved land." There were 2,108 farms in 1910. Live stock statistics: cattle, 22,334; horses and mules, about 6,200; hogs, 14,698; and poultry, 79,430. The largest crop was cotton, with 44,635 acres; corn, 25,055 acres; hay and forage crops, 2,192 acres; while peanuts was a large crop, with 1,596 acres, and potatoes and sweet potatoes are cultivated somewhat extensively. With about twenty-four thousand trees in "orchard fruits," the county stands rather above the average in this respect.

The first railroad in the county was the Houston and Texas Central branch from Brenham to Austin, completed in 1872. Giddings, a station on the line, was named in honor of a prominent banker and railroad promoter of Washington County, and when the county was organized Giddings became the seat of government. For about twenty years it was the only railroad town in the county. About 1890 the Yoakum Waco Division of the San Antonio and Aransas Pass was built, making a junction with the older road at Giddings, and giving railroad facilities to the northern part of the county. Within the last four or five years a branch of the Houston and Texas Central has been constructed between Giddings and the Brazos River.

At the first census after its organization the population of Lee County was: In 1880, 8,937 (1,956 negroes); in 1890, 11,952; in 1900, 14,595 (4,343 negroes); and in 1910, 13,132, showing a falling off in population during the first decade of the present century. The largest town and principal business center is Giddings, which grew to be a place of about 1,000 inhabitants during the first ten years of its existence, and now has a population estimated at 1,600. Among the other older centers are Lincoln, Lexington, Dime Box, Nunnsville, Adina, Tanglewood.

In 1881 the assessed values of property in the county were: \$1,797,401; in 1903, \$3,222,980; and in 1913, \$6,631,660.

BASTROP COUNTY

This was one of the original Texas counties. Its early settlers were on the frontier, exposed to the Indian raids from the north and west, and acting as a buffer against the Mexican settlements to the southwest. A number of prominent Texans both in the early days and in later times have lived in Bastrop County, and in its general development it has maintained a high average for the past sixty years. While stock raising and farming have always been the chief resources, the county has also had considerable manufacturing, and has some mining interests.

The original name of both the town and county was Mina. The municipality of Mina was created in April, 1834, and the capital town

was "the new town established on the left bank" of the Colorado River "at the crossing of the upper road leading from Bexar to Nacogdoches." Thus the Town of Bastrop is one of the few landmarks in modern Texas geography to show the position of the famous old San Antonio Road, which was the chief military highway of the eighteenth century and had many prominent associations with the early settlement and development of Texas during the nineteenth century. The Town of Mina had been laid out about 1830, and before the creation of the municipality the vicinity was known as the District of Mina. The jurisdiction of the old municipality extended over a large territory both above and below the San Antonio Road and on both sides the Colorado River. The settlers were very active in all the movements for Texas independence. They sent three delegates to the first convention at San Felipe in October, 1832, and were also represented in the second convention of the next year. They were the first to organize a "committee of safety" in May, 1835, and were represented in all the movements until the establishment of the Republic. Under the Republic the municipality became the County of Mina, but in December, 1837, the name was changed of both the county and county seat to Bastrop, thus honoring Baron de Bastrop, whose name is so conspicuous in early Texas history. The original county boundaries included the later counties of Travis and Hays and also a part of Lee County.

The pursuits of the early Bastrop settlers were largely pastoral, and before the war the slave population about equalled the whites. For a number of years the chief wealth of the county consisted in a large tract of pine timber. This timber in merchantable quantities was seldom found west of the Brazos Valley, and that in Bastrop County was prized accordingly and found a quick and ready market in the settlements to the west. Bastrop became the seat of lumber mills from which nearly all the pine lumber used in west Texas was supplied. The pine was in an isolated tract, and after Austin had been made the state capital and with the progress of government beyond the Colorado this timber furnished a very important commodity. The pine lumber used in constructing the first state house at Austin was sawed in the Bastrop mill. In the early days the commerce of the county was carried by wagon transport, its lumber going west and its corn and cotton south and east to Lavaca and Houston.

The first railroad to enter the county was the Houston & Texas Central branch from Hempstead to Austin, which was completed in 1872. During 1884-86, the Taylor, Bastrop & Houston, now part of the Missouri, Kansas & Texas, was constructed, and in 1892 the line from Smithville to Lockhart. These provided the railroad facilities which the county now possesses, and since the construction the towns and their tributary vicinities have grown rapidly. For many years the county seat was the chief town, but was isolated from railway transportation for nearly thirteen years after the first railroad entered the county. In the meantime the villages of Elgin, McDade and Paige along the Houston & Texas Central grew in importance. Smithville and Red Rock in the southern part of the county developed after the completion of the Missouri, Kansas & Texas line. In the north part of the county Elgin has long been the chief market town. Bastrop at the last census was

credited with a population of 1,707, and has about held its own for the last twenty-five years. The largest town of the county is Smithville, an important railroad center. In 1890 its population was estimated at a little more than 600, in 1900 it was 2,577, and in 1910, 3,167. Besides the towns mentioned Upton and Rosanky are flourishing villages.

The mineral resources of Bastrop County consist of coal, brick and pottery clay. The mining of coal near Bastrop is an important industry, and recently some attention has been given to the oil prospects about that town and Elgin. Brick plants are operated at Elgin and a pottery plant at McDade.

In the development of its agricultural resources, stock and cotton are still the most important. Along the Colorado River a few small irrigation plants have been established, but for the most part the natural rain fall is relied upon and is usually sufficient for the crops. Here as elsewhere are numerous evidences of diversification and the business of farming is now conducted on broader lines than ever before.

In 1850, when Bastrop County still included a portion of the present Lee County, the white population was 2,180. The total population in 1870 was 12,290; in 1880, 17,215 (7,306 negroes); in 1890, 20,736; in 1900, 26,845 (10,369 negroes), and in 1910, 25,344. Bastrop County has not attracted so much emigration from foreign countries as some of its neighbors, and a considerable part of its population came, either in the present or the preceding generation, from Mexico, Germany or Austria.

The material wealth of the county as indicated by assessed values, in 1870, \$2,100,429; in 1880, \$2,982,022; in 1903, \$6,046,751; and in 1913, \$13,642,198. The following figures are furnished for the last census. The total area of the county is approximately 554,880 acres, of which somewhat less than four hundred thousand acres are occupied by farms, with about 157,000 acres in "improved land." The number of farms were 3,096, a somewhat smaller number than were enumerated in the preceding census. The live stock interests were: cattle, 26,018; horses and mules, about 11,000; hogs, 17,109; and poultry, an industry well established in the county, 101,670. The chief crop was cotton, with an acreage of 84,809; corn, 38,239; while other important crops, but with much smaller acreage, were peanuts, potatoes, sweet potatoes, hay and forage crops, while about twenty-seven thousand trees were classified under the head "orchard fruits."

CALDWELL COUNTY

Until about forty years ago the one staple resource of Caldwell County was the live stock business. Since then its population has increased four fold, railroads have been built, the range has been divided into farms, and while the stock business is still a large asset the area devoted to crops has been constantly expanding, and according to the figures supplied by the last census few counties in the southern half of the state have a larger acreage devoted to cotton than Caldwell. Topographically the county is generally level, and the principal stream is the picturesque San Marcos River, which in the early days furnished water

power for several mills, and more recently has been utilized to some extent for irrigation purposes. Besides its agricultural interests there are deposits of iron ore in the eastern part of the county on the ridge called Iron Mountain.

Caldwell County was created March 6, 1848, its territory being taken from Gonzales County. The county was named for Matthew Caldwell, one of the thirty-two Gonzales volunteers who responded to Travis's call for help and perished in the Alamo. In the act of creating the county it was directed that "the county seat of Caldwell shall be located at a town laid off on a league of land granted to Byrd Lockhart near the springs on said league, and shall be called Lockhart." Lockhart was one of the first settlers at Gonzales and had surveyed that town in 1832. The first settlements were made under the auspices of the DeWitt colony.

The early pastoral character of industry gave little incentive to town development. The only postoffices in 1870 were Lockhart, Plum Creek, Prairie Lee and Sour Spring. Of these Lockhart alone has continued to hold an important place, and the building of railroads caused new centers to spring up. During the decade of the '70s the main line of the Southern Pacific was built through the south corner of the county, and Luling was for some years the chief shipping point, and in 1881 was credited with about fourteen hundred inhabitants. Lockhart has long been a seat of considerable wealth and culture, and some of the prominent old families of the state have long had their residence there. About ten years after the construction of the Southern Pacific, the line of the San Antonio and Aransas Pass was constructed through Luling to Lockhart, and in 1892 the line of the Missouri, Kansas & Texas was built from Smithville to Lockhart. Since then the county seat has regained its position as the metropolis. Lockhart had a population of 1,233 in 1890; 2,306 in 1900, and 2,945 in 1910; for the past twenty-eight years Luling has maintained a population between one thousand and one thousand five hundred. Other towns in the county are Maxwell, Reedville, Mendoca, Dal and Fentress.

Population statistics for the county: In 1850, 1,054 whites and 274 negroes; in 1870, a total of 6,572; in 1880, 7,754 (4,034 negroes); in 1890, 15,769; in 1900, 21,765, and in 1910, 24,237. At the last census more than four thousand of the inhabitants were enumerated as of Mexican birth, and there is also a considerable element of German stock. The progress of the county, as indicated by the assessment returns, is shown in the following figures: In 1870, \$1,347,148; in 1881, \$2,211,904; in 1903, \$4,807,857, and in 1913, \$11,981,144.

The area of Caldwell County is one of the smaller civil divisions of the state, its approximate area in acres being 327,040. Of this, 286,578 acres were occupied as farm lands in 1910, with about 168,000 acres in "improved land." The number of farms at the last census was 2,929. The census statistics for live stock were: cattle, 17,918; horses and mules, about 12,000; hogs, 10,487, and poultry, 82,316. The preponderant crop was cotton, with 112,847 acres planted in 1909; corn had an acreage of 29,071; hay and forage, 5,330, while another important crop was peanuts. Much attention has been given to orchard fruits, and over thirty-two thousand trees were enumerated at the last census, while the pecan

crop was also a profitable resource, more than seven thousand trees being discovered by the census officials.

MILAM COUNTY

Situated in central Texas, in the valley of the Brazos River, which bounds it on the east, Milam County is one of the leading agricultural sections of the state. Without large cities, it has a population of between thirty-five thousand and forty thousand, well distributed between urban and rural dwellers, and in the development and diversification of its economic activities the county has a high rank. Though one of the original Texas counties, it was for many years on the northwestern frontier, and its permanent occupation and development began about the time Texas was admitted to the Union.

The early history of this county involves the name of a prominent Texas family, that of Robertson. Elsewhere in this work, in connection with a sketch of Sterling C. Robertson, is published a copy of the official document relating the negotiations and much of the history of what was known as the Nashville colony. An empresario grant, made to Robert Leftwich, in April, 1825, covered the territory north from the San Antonio Road, between the Navasota River and the ridge dividing the waters of the Colorado from Brazos, including portions of the present counties of Brazos, Burleson and Lee and a large territory of Central Texas. In 1827 Leftwich turned over his contract to the Nashville Colonization Company of Tennessee, whose active agent was Sterling C. Robertson. The first settlement began in 1826, and in 1830 Robertson arrived with two hundred families. Under the decree of 1830 forbidding further immigration from the United States, these colonists were refused admission, and many of them settled in Austin's colonies. Soon afterwards the contract with the Nashville company was annulled and its lands included in the grant to Austin & Williams of 1831. In 1834 another decree confirmed Robertson in his rights as an empresario, but this act was repealed in 1835. A commissioner was appointed in May, 1834, to issue titles to settlers, who had gone in under Robertson's original contract, and in December, 1835, an order was issued to arrest this commissioner who, disregarding the act of the provisional Texas government, had continued to place settlers in possession of their lands.

The territory in the Brazos Valley north of the San Antonio Road early became known as the "district of Viesca." It was represented in the Texas convention of 1832, and at the general consultation of October, 1835, there were delegates from the "municipality of Viesca." The principal seat of the settlement and the capital of the municipality was at the "falls of the Brazos" (in Falls County). In December, 1835, the provisional government decreed that the "town at the falls of the Brazos river in the Nashville colony, heretofore known by the name of Viesca," should be changed to the name of Milam, and the name of the municipality was changed to correspond. In Falls County the site of the old capital town is still known by the name of Viesca, thus preserving in geography the name which was formerly applied to a large part of Texas. Of the two delegates at the Washington convention in March, 1836, one was Sterling C. Robertson from the municipality of Milam,

and the other, George C. Childress, was chairman of the committee which drew up the declaration of independence.

Under the Republic the municipality became Milam County, one of the twenty-three original counties. In the *Texas Telegraph* of September 30, 1837, is a sketch of Milam County, probably inaccurate as to the location of towns, but noteworthy for its substance: "Sarahville, situated at the great falls of the Brazos, was the county seat fixed by Congress; but the depredations of the Indians have compelled the inhabitants to abandon their homes. . . . Nashville (the place known as Viesca on the map) is now the county seat and principal town. . . . Tenoxtitlan, twelve miles below, is an old Mexican station, but is now nearly deserted. It contains but four or five houses." This old Mexican post of Tenoxtitlan had been established on the Brazos near what is now the south line of Milam County about 1831.

In December, 1837, that portion of original Milam County lying east of the Brazos was included in the new County of Robertson. A great extent of territory nominally under the jurisdiction of Milam County remained, and many of the present counties of Central Texas have since been formed from that area. Milam County has had its present limits since 1850. Cordova's *Texas* (1858) states that in 1833 only five persons were settled in Milam County above the Yegua. The Town of Viesca, at the falls, was laid off in 1834, and in 1835 settlements were formed on Pond Creek and Little River, and at Nashville on the Brazos, about three miles below the mouth of Little River. In 1835-36, during the war with Mexico, these settlements on the northern frontier were exposed to Indian hostilities, which continued, resulting in great loss to life and property, throughout the existence of the Republic. During these raids five persons were killed on the site of the present Town of Cameron. In 1836 all the settlers were driven back to Tenoxtitlan and the Town of Nashville. Bryant's Fort, on Little River, near the west line of Milam County, was soon afterwards founded as a nucleus of settlement. The lack of adequate protection hindered settlement for a number of years, and the litigation over land grants was another cause that retarded the permanent growth of the county.

Besides dispersing a majority of the settlers, these troubles resulted in a practical disorganization of the county government for several years. The location of the county seat was changed several times. In January, 1842, an act of Congress named commissioners to select a permanent county seat, to be called "San Andres." Later the county business was transferred to Caldwell, and remained there until the organization of Burleson County in 1846. Under an act of 1846 commissioners were chosen to locate the county seat at the center of the county, and until that could be done the county business was to be transacted at the former county seat, Nashville. The central location selected by the commissioners was named Cameron, and that has since been the permanent county site. An item in the *Telegraph* of March 1, 1849, mentions the new town of Cameron, which was said to contain about forty houses. From that time the old towns on the Brazos, Nashville and Port Sullivan, began to decline. In the *Texas Almanac* for 1861 Cameron was said to have a brick courthouse, five or six stores, an equal number of lawyers and doctors, an academy and Baptist church. Port Sullivan, on a bluff of

the Brazos, had a hotel and high school. At that time the Houston & Texas Central Railroad reached Millican, and the trade of the county was through that town to Houston and Galveston.

After the war, though without railroads, the county developed more rapidly both in population and general improvement. For a number of years all communication with the outer world was by stage from Cameron to Calvert on the railroad, and while the river was used to some extent for transportation, the chief traffic was by freighting wagon. During the '60s and '70s the villages outside of the county seat were Port Sullivan, Devilla, Maysfield, Bryant's Station, Smith's Mills. Port Sullivan had a college which for some years had great favor as a local institution.

The first railroad to pass through the county, the International & Great Northern, from Hearne to Austin, was built in 1876. This caused a diversion of trade to the south side of the county, and the towns along the line profited while the rest of the county was without railroad facilities. In 1881 the Santa Fé was built from Brenham to Belton, giving Cameron its first railroad. The line of the San Antonio & Aransas Pass was completed through the county about 1890. The first important railroad town in the county was Rockdale, which owing to that advantage and the presence of coal mines in the vicinity, was the metropolis of the county during the '70s and '80s. In 1880 Cameron was the second town in the county, with Milano and Devilla smaller villages. Since 1890 Cameron has been the chief town, and in 1910 had a population of 3,236. Other important towns are Rockdale, Thorndale, Buckholts, Burlington, Gause, Milano and Ben Arnold.

The population of Milam County for successive decades has been: In 1860, 5,175; in 1870, 8,984; in 1880, partly as a result of the rapid colonization of Central Texas during the '70s and the building of railroads, the population rose to 18,659 (3,934 negroes); in 1890, 24,773; in 1900, 39,666 (10,473 negroes), and in 1910, 36,780, showing a decrease in that decade of about seven per cent. As to its composition, the population has a great preponderance of native Americans, but there is a large sprinkling of Germans, Austrians (Bohemians) and Mexicans. At the last census 683 inhabitants were natives of Austria and 595 of Austrian parentage; 571 were German born and 968 of German parentage; while Mexico furnished about twelve hundred either born in that country or of Mexican parentage.

As to its economic aspects Milam County is essentially agricultural, though the mining of lignite coal is important at Rockdale and Coaldale, and gas has been discovered near Rockdale. The county possesses a large body of fertile land, and a number of localities in the county are noted for the production of fertile crops, chiefly vegetables and fruits. A source of great profit to many farmers is truck growing and fruit raising, and this is one of the chief counties in the state in the poultry industry. A large amount of the land along the Brazos and the Little River is subject to overflow in the wet seasons, but up to the present time the only systematic effort to reclaim such land is an improvement district on Little River, including an area of about four thousand acres.

The following statistics on agriculture are derived from the last federal census report. The total area of the county is approximately

six hundred and thirteen thousand, seven hundred and sixty acres, of which 501,458 acres were occupied as farms, and about two hundred and ninety-three thousand acres classified as "improved land." In 1910 there were 5,055 farms, a slightly smaller number than in the preceding decade. In Milam County the live stock business is not regarded as a distinct industry, but practically all the farmers raise stock as a part of their diversified activities. The census report of live stock was: cattle, 28,435; horses and mules, about 18,200; hogs, 26,490; poultry, 192,374. The acreage devoted to the principal crops in 1909 was: cotton, 162,778; corn, 75,122; hay and forage crops, 3,972; oats, 2,207; peanuts, 855; potatoes and sweet potatoes, about 650; and all other vegetables, 1,881. Milam County's position as a fruit center is indicated by the enumeration of 117,123 trees classified as "orchard fruits." Peaches are the principal fruit, while plums, pears and pecans are also shipped out of the county by the carload.



THE PRODUCT OF THE BLACK LAND BELT

The following assessment total furnishes another indication of the county's progress: In 1870, \$1,354,208; in 1882, \$3,581,491; in 1903, \$8,386,441; and in 1913, \$19,574,487. Among counties that have no large cities Milam takes a high rank in economic wealth.

ROBERTSON COUNTY

Lying east of the Brazos River and north of the old San Antonio Road, Robertson County was on the frontier during the Texas Republic, and the fortunes of its early settlers were similar to those in Milam County, from a portion of which Robertson was created December 14, 1837. The county was named for Sterling C. Robertson, and some further items concerning the country east of the Brazos will be found in a sketch of Milam County. Robertson County as first created extended between the Brazos and Trinity Rivers from the San Antonio Road

north to the extreme edge of the Cross Timbers, including several counties formed at a later date.

Robertson County lay in the direct path of the emigration and development which extended up the Brazos Valley and through Central Texas, beginning about the time Texas was admitted to the Union. There are a great many families in this county whose residence began long before the war, and it has also received a considerable influx of homeseekers in modern times. The first railroad through Central and Northern Texas crossed the county and for more than thirty years most of its lands have been occupied by farmers and its population fairly stable.

The increase of population was most rapid during the decade of the '70s, after the building of the first railroad. The white population of the county in 1850 was only 670, besides 264 negroes. At successive decades the population has been: In 1860, 4,997; in 1870, 9,990; in 1880, 22,383 (10,925 negroes); in 1890, 26,506; in 1900, 31,480 (16,747 negroes); and in 1910, 27,454. The population in both towns and country decreased during the first decade of the present century. While the county is largely American, there is a liberal sprinkling of Germans, Austrians, Italians, and Mexicans.

The first railway in the county was the Houston & Texas Central, which began its progress north from Millican after the war and reached Calvert in 1868. In 1871 the International & Great Northern was opened from Hearne to Jewett. About 1902 the line of the same railroad from Houston to Waco was constructed along the east bank of the Brazos River in this county, and more recently a short road has been built from Hearne south, known as the Hearne & Brazos Valley.

Since the coming of the first railroad, soon after the war, this county has been one of the centers of cotton production, and the last twenty years has witnessed a considerable diversification of agriculture. Calvert is one of the important cotton markets and one of the principal ginning centers of the Brazos Valley. The river valley in this county is almost a continuous plantation, divided into hundreds of small plots cultivated by negro tenants. For many years the negro population in Robertson County has increased as rapidly as the white. In order to protect the bottom lands from overflow levee construction has been undertaken and a large acreage reclaimed for agricultural purposes.

This is a typically agricultural county of Central Texas, and the activities are well divided between cotton, corn, fruit and vegetables, live stock and poultry. The county also has some deposits of coal, and mining is conducted at a point four miles west of Calvert. The figures of the last census showed that of a total area of 558,080 acres 357,775 acres were included in farms and a little more than two hundred thousand acres in "improved land." There were at the last census 4,303 farms in Robertson County. Live stock statistics were: Cattle, 25,277; horses and mules, about 11,400; hogs, 26,304; goats, 1,635, and poultry, 107,088. Cotton, 116,864 acres were planted in 1909; in corn, 50,048; hay and forage crops, 2,911; peanuts, 568, with oats, potatoes and sweet potatoes also furnishing items of considerable production, and more than eight hundred acres were devoted to vegetables and potatoes. About seventy-five thousand trees were enumerated in the orchard fruits, most

attention being given to the raising of peaches. A summary of the county's wealth at different times is indicated by the assessment returns, as follows: In 1870, \$2,222,391; in 1882, \$3,696,520; in 1903, \$6,244,910, and in 1913, \$13,288,110.

As the settlement of Robertson County began in the time of the republic subsequent developments and the building of railways have brought about various changes and redistribution of population centers. The town of Franklin was declared the first county seat by an act in January, 1839, but for several years previous to 1854 the county seat was at Wheelock. On February 13, 1854, the Legislature ordered an election for determining the permanent county seat, the site chosen to be called Owensville, but the courts and records to remain at Wheelock until the county buildings were completed in the new place. Owensville retained the honor until the first railroad reached the county. Under an act of July 12, 1870, the courts were moved to Calvert. In the following year the International & Great Northern was built close to the old town of Franklin, and that community took on new life. As it was the center of the county, the citizens favored the old town as the county seat, and a vote taken about 1880 confirmed this honor, and Franklin, though unincorporated, still retains the offices of local government. In 1857 the Texas Almanac said of the two principal towns in the county: "Owensville is finely situated upon a high, rolling prairie, and, although but recently founded, has a good courthouse, a number of stores, offices, mechanics' shops and tasty private dwellings. Wheelock, the former county seat, is also delightfully situated upon the borders of a fine prairie and possesses many neat buildings." Both towns, isolated from railroads, have long since yielded precedence to newer centers of business. The principal towns of the county in 1890 were: Calvert, Bremond, Franklin, Hearne, Hammond, Mumford, Wheelock and Wootan Wells. Calvert, which in 1900 had a population of 3,322, had only 2,579 at the last census. Besides Calvert, the two largest towns were Hearne and Bremond.

LIMESTONE COUNTY

A few people found homes in what is now Limestone County during the first years of the Texas Republic, though Indian hostilities made their foothold precarious. Before the Civil war the county had a population of four thousand or five thousand, and many of the descendants of these old pioneers are still found in the county. The county has long been noted for its agricultural resources, and for half a century its development has been in a steady ratio of progress.

From portions of Robertson and Navarro Counties Limestone was created April 11, 1846, and some of its own area has since been detached for the formation of adjoining counties. The first settlement was on the headwaters of the Navasota, about what was called Parker's Fort, and partly in Navarro and partly in Limestone Counties. Parker's Fort was founded in August, 1835. In May, 1836, the place was attacked by about three hundred Comanche and Caddo Indians. Of the thirty-five people in the so-called fort only five could bear arms, and all were killed. One of the prisoners taken was the famous Cynthia Ann Parker,

who, after living many years as an adopted Indian, was finally restored to her white relatives. Her son, Quanah Parker, subsequently became chief of his tribe in Oklahoma and one of the most prominent Indians in the Southwest. Besides the Parker family there were also living in the county at the time the Bates, Anglin and Plummer families. In consequence of Indian hostilities and the troubled state of Texas, the settlement made little progress during the existence of the republic.

In the Texas Almanac for 1859 a brief description of Limestone County mentions the following facts: The total population, slave and white, was about four thousand. There were about four hundred farms and less than eighteen thousand acres in cultivation in the entire county. Corn was the chief crop, with cotton second, but evidently the largest source of agricultural revenue was from stock, the number of cattle being 31,500. Of towns there were but three. The original site of the county-seat town of Springfield had been moved to a new location, about half a mile east of Navasota, near a fine spring, which served to turn a small grist mill. The town at this new location had been started about 1856-57. The State Legislature in 1846, after the creation of the county, had declared Springfield to be the county seat until otherwise provided by law. In 1858 the new town of Springfield claimed a population of about four hundred. The public buildings were a brick courthouse and jail, a two-story Masonic hall and a church. The other two towns were Eutaw and Piersonville, each about two years old and containing two or three stores and postoffices. Tehuacana Hills at that time was noted for its springs and pleasure grounds.

For many years the county sent its crops to market by the slow process of wagons or over the cattle trails, and the freighting business between North and South Texas furnished occupation for a number of the inhabitants. In 1870 the Houston & Texas Central Railway reached Limestone County, and during the following decade population nearly doubled. There was no further railway construction in the county until the present century, although the construction of the Corsicana-Hillsboro branch of the St. Louis Southwestern in the latter '80s gave the northern part of the county additional railway facilities. In 1903 the Trinity & Brazos Valley was completed from Hillsboro to Mexia, and what is known as the Mexia-Navasota "cut-off" of the Houston & Texas Central was finished in 1906.

After the building of the original line of the Houston & Texas Central, Groesbeck was founded on the railroad, near the center of the county, and a few years later gained the county seat at the expense of old Springfield, which was off the railroad, and has since declined so as to be no longer considered among the towns of the county. The end of reconstruction and the advent of the railroad inaugurated an era of sturdy growth for Limestone County.

The growth and population is indicated by the following statistics: In 1850 the white population was about two thousand, with 618 negroes; in 1860, 4,537; in 1870, 8,591; in 1880, 16,246 (3,171 negroes); in 1890, 21,678; in 1900, 32,573 (6,354 negroes), and in 1910, 34,621. The population has only a minor foreign element, and the proportion of negroes to whites is much smaller than in many other counties of Central Texas. Most of the older towns of the county with which the early settlers were



QUANAH PARKER
Comanche Chief

familiar are hardly known in the modern era of railroads and business, while the larger places have grown up within the past forty years. In 1870 the post villages of the county were Mount Calm, Piersonville, Springfield, Tehuacana, Tucker's Mills and Kosse. Kosse was for a few months the railroad terminus in the county and profited accordingly. In 1869 Tehuacana had become the seat of Trinity University, of the Cumberland Presbyterian Church, an institution that has sent many of the most capable men into Texas business and the professions. About 1901 the university was removed to Waxahachie, and the old college was occupied by an institution founded by the Protestant Methodists under the name Westminster College. Since the beginning of the railroad era the two chief centers of population have been Groesbeck and Mexia, the former the county seat and the latter the business and population metropolis. Groesbeck was also for a brief time a terminal point.

In this connection some facts should be noted which were characteristic of towns throughout the progressive building of the Houston & Texas Central, and the same would be true of other railroads in the state, particularly in the early days. The few months while the end of the railroad was at Kosse and then at Groesbeck there was an influx of what may be called "portable terminus merchants," who moved as the terminus moved, eager to supply the great trade that gravitated to it for scores and scores of miles in all directions. Thus in the case of these centers they had a temporary overgrowth, and their business enterprise was more extensive than later settled conditions justified. As soon as the terminus feature was removed from Kosse and Groesbeck they became small towns of a size fitted to supply the country back of them. In the case of Mexia, which was nearer to Freestone territory, it rose gradually to the position of the county's metropolis. The population of Mexia in 1890 was 1,674; in 1900, 2,393, and in 1910, 2,694. Groesbeck in 1890 had a population of 663; in 1900, 1,462, and in 1910, 1,454. Groesbeck became the seat of the county government in 1874, but by 1880 the population was only 402. The other principal towns with population of the last census are: Kosse, 764; Thornton, 678; Coolidge, which was founded in 1903 on the new line of the Trinity & Brazos Valley, 505, and Tehuacana, 425.

The wealth of the county, as indicated by assessment valuations in 1870, was \$1,468,856; in 1862, \$3,902,360; in 1903, \$8,107,975, and in 1913, \$15,438,450. It is a county of greatly diversified agriculture combined with stock farming, instead of ranching of the earlier fashion. The county is noted for its many fine farms, its cattle, horses and hogs, its increasing importance as a postal center, and also to some extent for its mineral wealth. There are several quarries for limestone rock, the presence of which gave the name to the county. There is coal, as yet undeveloped; a natural gas field was opened near Mexia in 1913.

The agricultural statistics for the county as afforded by the last census report are as follows: The total area is 623,360 acres, of which 486,050 acres were occupied by farms and about 315,000 acres as "improved land." There were 4,967 farms. The number of cattle was 23,516; horses and mules, about 19,700; hogs, 19,160, and poultry, 146,574. In 1909 195,093 acres were planted in cotton, 65,966 acres in corn, 5,497 acres in hay and forage crops, 3,511 acres in oats, about 370

acres in potatoes and sweet potatoes, and 1,315 acres in other vegetables, while the fruit production of the county is indicated by the enumeration of about 64,000 orchard fruit trees.

BELL COUNTY

Between 1880 and 1910 Bell County's population increased from about twenty thousand to fifty thousand. While in population there has been little increase within the last fifteen years, the county has advanced remarkably in wealth, in diversification of industry, and in improvement of living conditions. With an increase of population during the first decade of the century of only 8 per cent, Bell County exhibits one of the fairest and most productive fields of rural improvement and prosperity in the entire state. For a number of years the county has been a center of intensive rather than extensive enterprise, and few counties in the state can make a better showing of all-around activity. The beautiful undulations of ridge and valley that compose the greater part of the county's area are cultivated and improved more nearly according to the best standards of rural development than probably any other section of Texas. The majority of the population live in the country, and divide their attention between stock raising and growing of the staple crops of cotton, corn and wheat. Truck and poultry farming and bee culture have in recent years brought large revenues. The county has two important cities, Temple being the metropolis and an important railroad center, while Belton is the county seat and also a flourishing place.

The eastern half of the county is comparatively level prairie, while the central and western sections are broken by numerous streams and valleys. The Salado, Lampasas and Leon Rivers unite to form what is known as Little River. It was on Little River that the first settlement in the county was begun about 1835. The Revolution and Indian hostilities drove the settlers away, and they did not return until about the time Texas was annexed to the Union. Bell County was originally part of Milam County, and was separately formed January 22, 1850. The county was named in honor of Governor P. H. Bell. By the act creating the county the seat of government was located at Nolanville, but in 1851 the name of the county seat was changed to Belton. Through the town passed the old stage road from Austin to Red River. The commercial highway for twenty years after the organization of the county was to the nearest point on the Houston & Texas Central Railroad. In 1859 Belton was the only town in the county, having been founded about the time the county was organized, and its population was estimated at three hundred. A stone courthouse was in process of building, described as 50x60 feet in dimensions, divided into four rooms below, with a court-room above. There was a church, and in the neighborhood several mills for grinding and sawing, the total number of saw and grist mills in the county being ten.

In 1858 the total population of the county was estimated at 3,801 (782 negroes). Farmers and stock raisers made up the bulk of population. In 1858 there were about twenty thousand cattle in the county and six thousand horses and sheep. For about twenty years their live

stock was the chief resource, until the land became too valuable for grazing, and since then settled agriculture has predominated.

In 1860 Bell County had a total population of 4,799; in 1870, 9,771; in 1880, 20,518 (1,734 negroes); in 1890, 33,377; in 1900, 45,535 (3,812 negroes), and in 1910, 41,186. The development of the county through successive decades is well illustrated by the increase of population up to twenty years ago, since which time population has been no reliable index of growth. The county has comparatively few negroes, and outside of native American born the chief foreign element is from Austria and Germany, the last census showing about 3,300 of these thrifty people among the residents of the county.

During the decade of the '60s, in spite of the war and reconstruction, there was considerable development, and outside of Belton other villages sprang up. Salado, at Salado Springs, was the seat of Salado College, begun in 1860, a flourishing institution of the time, and also of a wool-carding mill run by water power. North of Belton were Aiken and Moffatsville, each having a steam mill. The increase of wealth and population has come largely within the last forty years. A large share of the immigration that came to the state during the early '70s located in this and adjoining counties. During that decade the county was placed in communication with the outside world by railway, the Gulf, Colorado & Santa Fé being completed from Galveston to Belton in 1881, while in the same year the line from Temple to Fort Worth was opened, and the extension from Belton through Lampasas to San Angelo begun. About the same time the Missouri Pacific (Missouri, Kansas & Texas) was built through the county. These furnished the railway facilities until the present decade, when the Temple, Northwestern & Gulf Railroad was built, and about 1910 an electric line was constructed between Temple and Belton.

While the county has two good cities and many smaller towns, it is the farms which constitute the real wealth of the county. Statement has recently been made that the lands of this county are practically all improved, and that assertion is more nearly justified in Bell County than in almost any other section of Central Texas. According to the last census, of a total area of 693,120 acres 568,303 acres were occupied by farms and about 348,000 acres were "improved land." There were in 1910 4,915 farms, and many of the large estates are undergoing subdivision to make room for incoming home seekers. Live stock is still a big factor, but the day of ranch and range passed long since, and in nearly every case the stock raiser is also a crop farmer. The last census reported 24,428 cattle, about 20,000 horses and mules, 17,990 hogs, 11,379 sheep, and 221,978 poultry. The crop acreage, from the same authority, was: Cotton, 190,217; corn, 78,176; oats, 20,548; hay and forage crops, 4,492; wheat, 1,507; about 1,200 acres in potatoes, sweet potatoes and other vegetables; about 95,000 trees in "orchard fruits," besides a large number of trees classified as nut bearing. In this connection the following is taken from the Texas Almanac for 1914: "The breeding of fine hogs, beef cattle, sheep and goats is conducted along with diversified farming, which is extensively practiced and which is the chief occupation in the rural communities. The dairy industry is making a rapid growth, and the advent of creameries has caused a

remarkable demand for the combination small farm. The dairy industry has increased fully 75 per cent in the last five years, and promises to take precedence in importance over all branches of live stock raising. Agriculture has made for itself a prominent position as a dividend-paying investment. There are 5,450 swarms of bees in the county, and this number will be increased. The poultry industry is interesting practically all small farmers, and a great many are making a specialty of it. Poultry products are handled by local markets in large quantities." In 1909 the farm activities supported about sixty cotton gins, four cottonseed oil mills, a cotton factory, four flouring mills and two large creameries.

In 1872, before the coming of the first railroad, the postoffice and population centers of the county were: Aiken, Harrisville, Belton, Howard, Salado, Vola, Youngsport, Medo, Jonaville, Forest Hill, McMillen and Moffat. Some of these have since become railroad towns, and others have lost importance except as rural centers. Outside of the two cities of Temple and Belton, the larger towns are Killeen, Holland, Rodgers, Salado, Bartlett, Troy, Pendleton, Nolanville, Moffat, Seaton, Prairie Dell, Sumner's Mill, Cyclone and Youngsport.

The railroads that were built into the county in the early '80s centered at Temple, and as a junction point it began a rapid growth as a commercial center, and has always enjoyed the prestige of "a railroad town," with special advantages that belong to a division point, with the large number of railroad operatives who make it their permanent home. In population Temple soon grew to be the largest town of the county, increasing from 4,047 in 1890 to 7,065 in 1900 and to 10,993 in 1910. Besides its railway shops it is the seat of several thriving industries.

Belton, the county seat and logical business center, was placed at a disadvantage when the officials of the Santa Fé Railroad avoided the town in laying out their route. In the early days of railroad construction in Texas a route was determined rather by the subsidies offered by the various localities than by the logic of situation and traffic. Belton failed to offer an attractive bonus, and as a result the Santa Fé line was surveyed and built several miles from town. Both the Santa Fé and Missouri, Kansas & Texas trains enter Belton over spur tracks from the main line. The population of Belton in 1890 was 3,000; in 1900, 3,700, and in 1910, 4,164.

In 1870 the aggregate of assessed values for Bell County was \$1,660,035; in 1881, \$4,199,515; in 1903, \$12,901,220, and in 1913, \$29,669,830.

FALLS COUNTY

While Marlin, its county seat and metropolis, is noted as a health resort and brings a large transient population and much revenue to the state, Falls County is essentially agricultural in its population and economic activities. The county became well settled during the decade of the '70s, and about four-fifths of the total population could be classified as rural. While cotton and live stock are the largest single items of agricultural wealth, diversified farming is practiced more and more

with every year. While the number of live stock in the county has been much reduced from former years, the grade of stock has been greatly improved, and particular attention has been given to hog raising, while poultry farming is no small item in the total production.

At the last census there were 4,623 farms in the county. Of a total area of approximately 476,800 acres more than 400,000 were in farms and about 290,000 acres were "improved land." The live stock found by the census officials were 21,571 cattle, about 18,000 horses and mules, 18,290 hogs and 161,818 poultry. In 1909 the cotton crop was taken from 158,969 acres; corn, 66,961 acres; hay and forage crops, 7,622 acres; oats, 4,895 acres, while about 1,350 acres were devoted to the raising of potatoes, sweet potatoes and other vegetables; and the fruit interests were indicated by an enumeration of about 40,000 trees in orchard fruits.

The first attempt at settlement in Falls County was made about the time of the Texas Revolution. Indian hostilities broke up these settlements, and the inability of the Texas government to furnish an adequate guard to the northern frontier delayed any substantial progress until after Texas became a state. The county belonged to the original Milam County, and the sketch of the latter contains some items pertaining to this district. Falls County was created January 28, 1850. That portion west of the Brazos was taken from Milam County, and east of the river from Robertson. The act made the "old municipal town of Viesca, at the falls of the Brazos," the county seat until otherwise provided by law. An act, September 4, 1850, ordered an election for location of the county seat, which was to be called Marlin. The Texas Almanac for 1858 said: "Marlin, the county seat, is situated some five miles east of the Brazos, upon a hard, gravelly prairie, bordering upon the bottom. The town is small and most of its buildings of an unpretentious character, the growth of the place having been somewhat retarded by litigation relative to the townsite, it being upon a disputed eleven-league claim. Port Sullivan is a village of considerable trade, located upon the west bank of the Brazos, near the falls. * * * The county contains a number of other small settlements. Saw and grist mills have been established. White population, 2,500, mostly Americans; transportation, by wagon; markets, Galveston and Houston."

Until after the war and reconstruction the population was largely rural; industry was grazing and agriculture limited. In 1866 there were six schools in the county, but not one church building. Before the war a number of the settlers had slaves, but the number of the latter was relatively small compared with that found in southern counties. The population of Falls County at successive decades has been: In 1860, 3,614; in 1870, 9,851; in 1880, 16,240 (6,673 negroes); in 1890, 20,706; in 1900, 33,342 (11,985 negroes), and in 1910, 35,649. The county has been settled in considerable numbers by foreigners, Germany, Austria, Mexico and Italy being the four chief countries represented.

About 1869 the Houston & Texas Central Railroad was built through the southeast corner of Falls County. In 1872 a branch of the road was built through Marlin to Waco. The Waco division of the San Antonio and Aransas Pass was constructed through the west half of the county in 1891, and about the beginning of the present century the line of the International & Great Northern from Waco towards Houston was built.

With the exception of the county seat, all the important towns have grown from stations on the railroad. Perry and Reagan were established on the route of the Houston & Texas Central, while Lott was named for the first president of the San Antonio & Aransas Pass. In 1890 the principal towns of the county were Marlin, Reagan, Durango and Mooreville. Since then, besides Marlin, Rosebud and Lott have developed as chief centers of trade and industry, while Chilton, Reagan and Travis are other towns. The population of Marlin in 1890 was 2,058, in 1900 3,092, and in 1910 3,878. In 1910 Rosebud had a population of 1,472 and Lott 1,021. Among people outside of the state the City of Marlin has become in recent years well known on account of its hot mineral wells, and is a favorite resort for many who visit Texas in the winter. The hotels and sanitariums are excellent, and there has been much development of commercial enterprise. Falls County is also to be mentioned among Texas counties that have taken an interest in the good roads movement, and in 1913 it was reported that fifty miles of first-class highway had been constructed at a cost of \$1,250 per mile.

The wealth of Falls County, as indicated by assessment figures, in 1870 was \$1,704,262; in 1882, \$3,483,900; in 1903, \$9,154,130, and in 1913, \$18,701,520.

LAMPASAS COUNTY

Situated on the elevated plateau on the divide between the Colorado and Lampasas Rivers, with about two-thirds of the area high-rolling prairie, this county has offered the limited attractions of a few broad valleys to the agricultural settlers. Though the recent statistics show that farming is now fairly well diversified, the primary industry since the time of early settlement has been the grazing of cattle and sheep over the rolling uplands, and live stock still leads among the productive resources. In 1882 there were in round numbers 32,500 cattle, 20,000 sheep, 5,500 horses and mules and 5,000 other stock. The last federal census enumerated 22,823 cattle, about 7,100 horses and mules, 60,372 sheep, 2,892 goats and 41,244 poultry. For many years this has been one of the principal counties for sheep raising, and Lampasas is a noted wool market.

Lampasas County was created February 1, 1856, its territory being taken from Travis and Bell Counties, and was organized March 10, 1856. The act of the Legislature directed that the county seat should be located at "the present town of Burleson," to be thereafter called Lampasas. At that time the county was on the western verge of settlement, a portion of the pioneers who pushed north and west from Austin in the early '50s having located in this vicinity. For nearly twenty years progress was slow. During the latter '70s the county was "settled up," the increase of population in that decade being more than fourfold. This was due mainly to the wave of immigration which swept over all this region, and also to the approach of the railroads. In 1881 the Gulf, Colorado & Santa Fé had reached Belton, and construction was soon continued westward. In May, 1882, Lampasas became the terminus of this road, and remained so for several years before the line was extended on toward San Angelo. Within the present century the Houston & Texas

Central has extended its line north from Burnet to Lampasas, while a branch of the Santa Fe has been built from Lometa west to Brady.

The growing of the primary farm crops has been of secondary value in this county. Along the Colorado Valley irrigation has been successful on a small scale. Stock growing, poultry raising, fruit culture and the crops adapted to "dry farming" constitute the reliable resources, while a considerable wealth of minerals awaits development. An important source of wealth is the numerous pecan trees, and large shipments of these nuts are made annually. The following survey is taken from the statistics of the last census: There were 1,219 farms in the county at that time. Of a total area of approximately 473,600 acres, while the greater part was occupied as farm lands, only about 81,000 acres were classified as "improved land." The largest acreage in one crop was cotton, with 33,454 acres; corn, 16,936 acres; oats, 3,794 acres; hay and forage crops, 3,276 acres, besides some wheat. There were enum-



A MODERN DAIRY HERD

erated about 40,000 trees in the orchard fruits, chiefly peaches, and more than 30,000 pecan trees.

The population of Lampasas County at successive decades has been: In 1860, 1,028; in 1870, 1,344; in 1880, 5,421 (173 negroes); in 1890, after a portion of the county had been detached to form Mills County, 7,584; in 1900, 8,625 (370 negroes), and in 1910, 9,532. The wealth of the county, as estimated by assessment returns, was in 1870 \$349,256; in 1882, \$1,654,348; in 1903, \$3,247,770, and in 1913, \$6,975,710.

The construction of the first railroad made accessible to the public the remarkable medicinal springs about Lampasas. These waters, the elevation and the picturesque scenery have combined to make Lampasas a noted health resort. It is an enterprising town and besides being the county seat is the junction point of two railroads, and has developed as a business and civic center. Its population at the last census was 2,119. The second town of importance in the county is Lometa, at the junction of two branches of the Santa Fé Railroad, and Kempner is also a center of population.

NAVARRO COUNTY

In this county, near Corsicana, was produced the first oil and gas in a commercial volume in the State of Texas. These natural resources have been a decided factor in the prosperity and development of both the county and the principal cities for the past seventeen years. Up to that time the county had been agricultural, and since then about a third of the total population has been concentrated in incorporated cities and towns, manufactures have been introduced, and the county as a whole exhibits a well-ordered and diversified enterprise. The two most important decades have been the '70s, when the first railroads were built, and the '90s, when oil and gas gave a great impetus to both population and material development.

The first settlements in this part of Texas were planted about the close of the republic. Navarro County was created by act of April 25, 1846, from territory previously under the jurisdiction of Robertson County. The temporary seat of justice was fixed at the residence of W. R. Howe, but in 1848 commissioners were appointed to select a site for a county seat in the Campbell tract, near Richardson's settlement, to be called Corsicana. By 1850 the white population was nearly two thousand and the number of negroes 246. Though a pioneer community, considerable development took place before the war. Churches and schools were maintained. Along the Trinity was much timber, and steam sawmills supplied the local demand for lumber. There were grist mills for grinding the corn and wheat, which were raised on a small scale. In 1858 about twenty thousand acres were in cultivation, about one-fourth in cotton, while the ranges supported some thirty thousand head of cattle. However, chiefly owing to the lack of transportation, the wealth of the county was limited. During most of the year the only avenue of commerce was by wagon road to the coast cities. Usually for part of the year the Trinity was navigable in the flatboats of that period, and Porter's Bluff (or Taos) was an important shipping point, a considerable part of the commerce of the northern counties going through that old river town. Corsicana was a well-situated village, with its wooden buildings spread out over a rolling prairie. Another settlement of the time was Dresden, in the western part of the county and near old Parker's Fort, the scene of the Parker massacre during the '30s. Many of Navarro County's early settlers came from Arkansas, Missouri, Kentucky and Tennessee, and the development of this and the majority of counties in the same region was accomplished by the movement of migration from the older states southwestwardly rather than by the pushing up of settlement from the south. The natural commercial communication was towards the northeast, but outside of the driving of cattle to market in that direction the routes of fixed trade were toward the south until the opening of the first railways across the Red River.

This county's first railway was the main line of the Houston & Texas Central, completed to Corsicana in 1871. In 1881 the Tyler-Waco division of the "Cotton Belt" (then a narrow-gauge line) was completed, and in 1888 the Corsicana-Hillsboro branch of the same road. The Trinity & Brazos Valley, from Teague to Waxahachie, was built through

the county in 1907. Before the coming of the first railroad it cost a dollar to haul a hundred pounds of merchandise from the county to Millican, the terminus of the railroad. In 1872 the rate on a hundred pounds of first-class freight from Corsicana to Houston was \$1.05, and a bale of cotton could be carried that distance for \$4.10. While these rates have been subsequently greatly reduced, the comparative cheapness and dispatch over former conditions increased the possibilities of productive enterprise manifold in the '70s, and population and wealth grew in proportion.

Here, as in other counties where there was a considerable negro population, the labor conditions during the reconstruction period were bad. In other respects the county suffered comparatively little from the war. A writer in the *Texas Almanac* for 1871 said: "Since the war we have been almost without county officials and civil magistrates, and yet our population is as free from disturbances as in any part of the United States. Occasional disorders have been caused by some of the debris of both armies since the war and a few outlaws; and, unfortunately, the people of the county have been held responsible for their lawless acts. But the courts are now open and we are rid of those few disturbers of the peace." During the thirty years that followed Navarro became one of the best agricultural counties of the state.

The progress of population is indicated by the following figures: In 1860, 5,996; in 1870, 8,879; in 1880, 21,702 (5,344 negroes); in 1890, 26,373; in 1900, 43,374 (9,072 negroes), and in 1910, 47,070. The population is almost wholly American, the foreign elements being practically insignificant in number.

The first postoffice established in Navarro County was at the Dresden settlement in 1846. In 1856 the seven postoffices of the county were Dresden, Corsicana, Muskeet, Parker's Bluff, Richland Crossing, Spring Hill and Porter's Bluff (Taos). These indicate the old centers of population before the war. Corsicana was established in 1848, and, while its population grew to about one thousand, its development as a town was slow until definitely determined, about 1870, that the Houston & Texas Central Railway would pass through. Population and trade then rapidly increased, and along that railroad outside of Corsicana several other small towns grew up—Rice, Angus and Richland. The building of the Cotton Belt Road in the early '80s caused the founding of several good towns along that line—Dawson, Blooming Grove, Kerens, Frost, Purdon and Barry.

A brief description of Corsicana and other centers of the county at the beginning of the '80s is furnished in the following quotation: "Corsicana is situated on gently rolling, well-trained ground, in an extended prairie, about five hundred feet above the sea level, and contains about five thousand inhabitants, and is in every respect a prosperous, progressive city. Its aggregate trade, much of which is by wholesale, amounts to about \$3,500,000, large quantities of goods being sold to dealers in the many villages and trading points scattered throughout the county. Corsicana has a handsome stone courthouse, two large and commodious public school buildings, nine churches, many of them spacious and tasteful in structure, and a number of substantial business houses. Rice, Dresden, Kerens, Spring Hill, Purdon and Blooming

Grove are thriving rural villages, surrounded by prosperous farming communities. There are postoffices and one or more stores at Chatfield, Wadeville, Rural Shade, Birdston, Eureka, Pursley, Richland, Angus, Navarro Mills, Cross Roads and Bazette, the local dealers usually purchasing their stocks of goods in Corsicana."

Oil was first discovered in Corsicana in May, 1894, but the first successful well was sunk in 1896. A refinery was built in 1898, and another was established at Powell in 1901. In amount of production the Powell field has been more important than that of Corsicana. During 1900 the production out of the two fields was over eight hundred thousand barrels, and it has continued at about the same figures since that time. Natural gas was developed at Corsicana, also in the '90s, and the field has supplied fuel for domestic and commercial purposes at Corsicana.

Corsicana achieved its chief distinction as a city during the oil boom. The volume of wealth that originated then produced a rapid improvement. Paved streets, the public utilities of water, gas, electricity, excellent business buildings, schools, churches and other public edifices were added to the city during the '90s and the present century. In 1890 the population of Corsicana was 6,285; in 1900, 9,313, and in 1910, 9,749. In 1909 industrial statistics for Corsicana and the county as a whole comprised thirty-five cotton gins, six cottonseed oil mills, one cotton cloth factory, two sawmills, two flour mills, iron foundry and two oil refineries. Outside of Corsicana the population of incorporated towns in 1910 was: Kerens, 945; Dawson, 803; Blooming Grove, 903, and Frost, 702.

Figures from the last census show that Navarro County ranks among the best in the scale of diversified agricultural development. There were 5,596 farms, and of a total area of 678,400 acres 561,515 acres were included in farms, and of this 378,000 acres were improved lands. There were 27,578 cattle, about 23,100 horses and mules, 20,244 hogs, 3,310 sheep and 186,426 poultry. Acreage devoted to the principal crops in 1909 was: Cotton, 219,492; corn, 91,091; oats, 7,063; hay and forage crops, 6,146; 1,450 acres in potatoes, sweet potatoes and other vegetables; wheat was a smaller crop; and about seventy thousand trees were in orchard fruits, chiefly peaches.

The property wealth of the county in 1913 was assessed at \$26,818,845.

LLANO COUNTY

The first permanent settlers came into Llano County about 1855, in which year its soil was first cultivated. The county was created by act of February 1, 1856, and Clement Oatman, an old settler, was appointed commissioner to organize the county and select two or more sites near the center of the county to be voted on for county seat, the one chosen to be given the name Llano. By 1858 the population was about one thousand, with only fifty-eight slaves. Not over two thousand five hundred acres were in cultivation, chiefly in corn and wheat, and fourteen acres in cotton. The development of the county was retarded for several reasons. Lying in the highland region of Central Texas, its lands were not so attractive as the bottom and

prairie lands in other counties. The Indians were persistently hostile from the beginning of the Civil war until the early '70s. Until 1875 this was really the Texas frontier, and the distance from central markets and the difficulties of transportation by wagons limited the production of the county chiefly to live stock, which could be driven to market.

The county was without railroads until about twenty years ago. In 1882 the Austin & Northwestern was built to Burnet, but was not extended to Llano until 1892. Though agriculture has made considerable progress in recent years, the county is still characteristically a live stock county. The total number of live stock assessed in 1882 was about one hundred thousand, and in 1880 the cotton crop was about two thousand bales, and since railroad facilities have been obtained to transport such products there has been a steady increase of diversified crops. The valley lands along the Llano river are best suited for agriculture, while the northern and southern sections of the county are almost entirely occupied as stock ranges. Of a total area of 621,440 acres, the last census reported about forty-three thousand acres as "improved land." There were at that time 795 farms, the number having decreased since the preceding census. The live stock interests were enumerated as follows: Cattle, 45,304; horses and mules, about 4,900; hogs, 15,947; sheep, 14,687; goats, 5,160; and poultry, 24,085. The cotton crop was raised from an acreage of 11,526; corn, 9,044; hay and forage crops, 2,602. The county produces a large amount of fruit and nuts, 25,000 trees approximately having been enumerated as orchard fruits, and about 25,000 pecan trees, at the last census.

The county is in the mineral area of Texas and has extensive deposits of iron, mica, talc, garnet, magnesia, and granites. Outside of a few granite quarries, the development of the mineral resources has hardly begun.

The population statistics of Llano County are: In 1860, 1,010; in 1870, 1,379; in 1880, 4,962 (66 negroes); in 1890, 6,772; in 1900, 7,301 (39 negroes); and in 1910, 6,520. The increase of wealth as estimated from assessors' figures, has been: In 1870, \$377,198; in 1882, \$1,649,793 (about one-half in live stock); in 1903, \$3,082,230; and in 1913, \$6,604,840.

At the eastern edge of the county along the Colorado River the chief center of trade and population is Kingsland, while the chief town on the west side is Caspell. On the north side of the county are two old villages, Field Creek and Valley Spring. Llano, the commercial center of the county, in 1890 had a population of 812, in 1900, 1,462, and in 1910, 1,687. A brief description of the town is contained in the Texas Almanac for 1904: "The town contains 2,000 inhabitants and is beautifully located on both sides of the Llano River. Just above the city is a dam which furnishes power for electric lights, water works, ice plant, flouring mills, and several other industries. The town commands the trade of a large scope of country. The county has excellent public schools, the high school building at Llano being constructed of granite at a cost of \$25,000."

SAN SABA COUNTY

Within the last two or three years a branch of the Santa Fé Railroad from Lometa in Lampasas County has been built through San Saba County, following the valley of the San Saba River for the most part, westward to Brady. The railroad means increase of production, new towns and more population, and the development of many resources that have been neglected. The county has coal, iron and marble deposits as yet untouched, and also has a considerable supply of hard wood timber, the manufacture of which constitutes one profitable industry. Most of the surface is rugged, with many broad valleys, and the Colorado River along the eastern boundary and the San Saba through the center of the county, besides springs and wells, furnish ample water for irrigation. In 1909 there were fifty irrigated farms, and the amount irrigated was about 2,000 acres. About \$50,000 had been invested in the irrigation plants at that time, and it is now estimated that about 4,000 acres are under irrigation and the plants are valued at \$100,000. Since the beginning of the century there has been a large increase in population, and the varied productions of the county have been of increasing value.

The first settlers came into San Saba County during the '50s. The county was created February 1, 1856, the act directing that the Chief Justice of Burnet County should organize the local government and select tracts to be voted on for a county seat, the one finally chosen to be called San Saba. During the following years the county developed somewhat more rapidly than adjacent counties, but the largest influx of settlers came during the decade of the '70s. Before the war a number of settlers had brought slaves with them, and considerable progress was made in agriculture as well as in stock raising.

Irrigation is not a modern thing in San Saba County. The Texas Almanac for 1867 said: "There are large quantities of land irrigated from the Simpson, Rose and Barnett springs, as well as from many others in the county." From the same publication is quoted the following information on the towns: "The Town of San Saba . . . has several stores, hotels, mechanics' shops, two or three doctors, and two lawyers, a college and schools . . . a postoffice, but no postmaster. Cherokee has a postoffice, but no postmaster; one fine water mill. There are quite a number of common schools in the county and one college, known as Masonic College, situated in the town of San Saba."

While cotton growing began in the county during the '70s, and other crops raised in the valleys, nearly half of the taxable property in 1882 was represented by live stock. A strong spring in San Saba was used in 1880 to furnish power for a flour mill, sawmill and cotton gin, after which its waters irrigated a field of fifty acres, and the same power is now used for an electric light plant and other industries. In 1909 was organized the San Saba River Irrigation Company, succeeding an older company which had as early as 1892 undertaken to develop the water power of the San Saba River. By the construction of a large dam about seventeen miles southwest of San Saba a lake was formed, and the project contemplated the irrigation of from 40,000 to 50,000 acres of land. While this is the largest single project, many smaller enterprises have served to bring the county well to the front agriculturally. At the last census

there were reported in San Saba County, 1,503 farms, as compared with 1,021 in 1900. The total area of the county is 714,240 acres, of which nearly 90,000 acres were "improved land." The chief crop was cotton, to which 39,910 acres were planted in 1909; corn, 11,142 acres; hay and forage crops, 5,033 acres; with kafir corn and milo maize, wheat, potatoes and vegetables as minor crops. The county also makes an important showing in the production of fruit and nuts. The census enumerated about 38,000 trees in orchard fruit, and a number of vineyards are planted among the hills. There were, according to the census figures, about 59,000 pecan trees, and the gathering of these native grown nuts forms an important industry, the annual product being valued at over \$200,000.

Statistics give San Saba high rank among Texas counties in the live stock industry. The last census enumerated the following: Cattle, 54,328; horses and mules, about 9,100; hogs, 9,916; sheep, 17,458; goats, 3,243; and poultry, to which branch increasing attention is being paid, 46,175.

In 1860 San Saba County had a population of 913; in 1870, 1,425; in 1880, 5,324 (140 negroes); in 1890, 6,641; in 1900, 7,569 (61 negroes); and in 1910, 11,245. The value of taxable property in the county in 1870 was \$420,506; in 1882, \$1,630,253; in 1903, \$3,355,600; and in 1913, \$9,111,349.

MILLS COUNTY

This county was created and organized in 1887 from portions of Lampasas, Hamilton, Brown and Comanche Counties. It was named in honor of a Judge of District Court during the Republic of Texas. In 1882 the Gulf, Colorado & Santa Fé Railroad had been completed as far as Lampasas, and was extended as far as Brownwood at the beginning of 1886. It was the emigration following the line of this railroad that was the chief factor in bringing about the creation of a separate county north of the Colorado River and between the present Counties of Lampasas and Brown. Mills County was therefore well settled and occupied before its organization, and at the first census, in 1890, had a population of 5,493. In 1900 the population was 7,851; and in 1910, 9,694. A considerable number of Germans have colonized in Mills County.

The general surface of the county is mountainous and broken, with rich and fertile valleys on the water courses and between the mountain elevations. Cattlemen began occupying its lands with their herds before the war, and while the production of cotton, corn, wheat, oats and various hay crops has been on the increase, the county is still essentially a stock farming county. The statistics supplied by the last census show that 26 farms were irrigated in 1909, making a total of 1,208 acres. This is only a small per cent of the total area devoted to farming.

In 1910 there were 1,484 farms, as compared with 1,059 at the preceding census. Of a total area of 445,440 acres, 95,000 acres were classified as "improved land." The largest crop was cotton, with 45,687 acres planted in 1909; corn, 9,702 acres; hay and forage crops, 4,794 acres; besides oats and kafir and milo maize. About 49,000 trees

in orchard fruits were enumerated, and about 16,000 trees of pecans. Live stock statistics for the county were: Cattle, 20,649; horses and mules, about 8,400; hogs, 3,899; sheep, 5,618; goats, 4,239; and poultry, 41,592. The county raises mules for the market, and is also a growing center for the sheep and goat industry for the production of wool and mohair. The county sends to market each year a number of carloads of turkeys.

The two important towns are Goldthwaite, the county seat, and Mullin. The valuation of taxable property in 1903 was \$2,544,825, and ten years later, in 1913, \$6,205,140.

BROWN COUNTY

Much of the early development in West Central Texas was centered in Brown County. The first permanent settlements were made there before the war, but for many years the cattlemen had possession undisturbed except by Indian and outlaw. A little more than thirty years ago the first railroad was built, and while some of the old stockmen directed their attention to banking and merchandising, the influx of many farmer settlers wrought more important changes over the county as a whole. For many years the county has possessed a particularly energetic and progressive citizenship, and the development of individual holdings has been accompanied by the building of good roads, the founding of church and school and the introduction of other conveniences which advance living conditions.

Brown County was created by act of the Legislature, August 27, 1856, but there were only about a dozen pioneer families in the county, and county organization had to wait until 1858, when the coming of new settlers permitted the establishment of a local government. The Legislature directed that the County Court should select sites to be voted on as a county seat, and should also choose the name for the town, but the supplementary act of February 5, 1858, designated the name Brownwood for the county seat. The location of the old town was several miles down Pecan Bayou from the present site. The county was named in honor of Captain Henry S. Brown, a prominent Texan who died in 1834. John Henry Brown, his son, writing in the Texas Almanac for 1859, said of the county: "Held back by Indian depredations, it has still grown rapidly since its first settlement three years ago. . . . Brownwood is the county seat, beautifully located in the center of the county and on the west bank of Pecan Bayou." In 1856 Major Van Dorn had established Camp Colorado on Jim Ned Creek, in what is Coleman County, and under the protection of this post the settlement of Brown County began. In 1859 about four thousand cattle were assessed in the county. The population was sparse, and the only form of wealth was the few herds that grazed over the range. During the decade of the Civil war many of the settlers were forced to retire, so that the county was practically undeveloped up to 1870. Several years passed before the danger from Indian raids was over, but during the latter '70s the county received a large immigration, and other industries than stock raising were engaged in on a commercial scale. By 1881 the county had three cotton gins, six or seven flour mills, a sawmill and other minor

industries. Numerous schools and churches had been established and there were five centers of settlement—Brownwood, Williams' Ranch, Clio, Byrd's Store and Zephyr.

In January, 1886, the main line of the Gulf, Colorado & Santa Fé Railroad was completed from Lampasas to Brownwood. In July, 1891, Brownwood became the terminus of the Fort Worth & Rio Grande. These two roads have been the chief factor in making Brownwood a commercial center for a large territory, and in originating and maintaining the general agricultural development. In 1912 was built what is known as the Brownwood North and South Railway, a line twenty miles in length, and financed and constructed by citizens along the route. Its northern terminus is May.

During the last twenty years Brown County has received a large immigration of settlers, especially from the North Central States, and its lands are largely occupied as farms, although live stock is still a large item of productive wealth. Agriculturally it is a section of well diversi-



HOWARD PAYNE COLLEGE, BROWNWOOD, BROWN COUNTY

fied farming. The soil produces almost every crop known to Texas, including cotton, wheat, corn, oats, rye, alfalfa, millet, sorghum, kafir corn, milo maize, potatoes, barley, vegetables, and the orchard and small fruits, tropical fruits and nuts. More than half the lands of the county are arable, and at the last census there were enumerated 2,741 farms, as compared with 2,044 in 1900. Of a total area of 611,840 acres, 542,843 acres were occupied by farms, with about 174,000 in "improved land." In 1909 twenty-five farms were irrigated, comprising a total of 715 acres. In 1913 it was stated that approximately 3,000 acres were irrigated from the creeks and rivers. The chief crop was cotton, to which 82,716 acres were planted in 1909; hay and forage crops, 13,611 acres; corn, 9,503 acres; besides a considerable acreage in oats, wheat, kaffir corn and milo maize. About 450 acres were in potatoes and other vegetables, 113,000 trees were enumerated in orchard fruits, besides 46,000 pecan trees, and a large number of grapes and tropical fruits. Live stock

farming is now largely combined with stable agriculture, and the figures supplied by the last census for live stock were: Cattle, 47,106; horses and mules, about 13,000; hogs, 5,928; poultry, 79,742; and a considerable number of sheep and goats. Among the mineral resources are limestone and brick clay; while the natural gas fields near Brownwood and Bangs are being developed. Brown County produces a large crop of pecans each year, and Brownwood has long held the honor of being the chief pecan shipping point in the state.

Brown County has taken the lead among west central counties in the construction of good roads. Its road district No. 1 was the first to take advantage of the road law passed by the Thirty-first Legislature, voting bonds of \$150,000 for road improvements. Forty miles of paved highways were constructed at a cost of \$150,000, the mileage cost running from \$1,500 to \$2,500.

In 1860 Brown County had a total population of only 244; in 1870, 544; while the following decade brought increase along all lines, the population in 1880 being 8,414; in 1890, 11,421; in 1900, 16,019; and in 1910, 22,935. The value of the county's taxable property in 1881 was \$1,565,213; in 1903, \$5,326,275; and in 1913, \$11,493,835.

In 1890 Brownwood had a population of 2,176 and was the only town of any size in the county. Its population in 1900 was 3,965, and in 1910, 6,967. Brownwood is one of the progressive small cities of West Texas, and in recent years civic energy has been concentrated in promoting the general welfare and improvement of the town. It has a large wholesale and jobbing trade, with several wholesale grocery, produce, hardware and packing houses. Under municipal ownership a system of dams was constructed along the Pecan River furnishing an unfailing water supply both for domestic and factory use. A large amount of money has also been expended locally for street paving and other improvements. Brownwood is the seat of Howard Payne College, a co-educational institution now under the control of the Texas Board of the Baptist Church; and of Daniel Baker College, under the control of the Texas Synod of the Southern Presbyterian Church.

Outside of Brownwood the principal towns of the county are Blanket, May, Winchell, Zephyr, and Brooksmith.

COLEMAN COUNTY

In 1870 Coleman County had less than three hundred and fifty population, while in 1910 its inhabitants numbered over twenty-two thousand. A few cattlemen and their followers, a few ranch houses, and large herds of stock grazing on the open range, measured the development of the county in the first years. During the first ten years of the present century the county more than doubled in population and the increase of its material wealth was even greater. It is now a county of farms, substantial towns and diversified business interests.

In the summer of 1856 Major Van Dorn of the United States army, afterwards distinguished as a general in the Confederacy, established Camp Colorado on Jim Ned Creek in what is now Coleman County. Some remains of the stone and wooden buildings of this post still exist.

Major Van Dorn kept a detachment of the Second Cavalry there for two or three years. The presence of the garrison attracted a few settlers, though they made no permanent improvements. The county was on the extreme frontier, and both the regular soldiers and the Texas rangers patrolled throughout this district. Camp Colorado was abandoned after the war.

February 1, 1858, the Legislature defined the boundaries of a number of counties, among them Coleman, named in honor of Robert M. Coleman, a figure in the Texas Revolution. But nearly twenty years passed before the county was sufficiently settled to maintain a county government. In 1875 a local government was organized, and in the fall of 1876 Coleman, the county seat, was laid off. A quotation from an account written in 1877 reads: On a site that in 1873 had been barren of any vestige of human habitation, the beautiful plateau being the haunt of the buffalo more often than of domestic animals, was in the latter part of 1876 the growing little village of Coleman City, whose first house had been completed scarcely two months before and which now contained twenty-seven first-class buildings, with merchants, lawyers, building contractors, good school, hotel, and half a mile from town the United States telegraph line. A year later Coleman had a population of 400 and was incorporated.

Beginning in 1875 this county soon became one of the favorite centers of the range stock industry. The county was one immense pasture, and excepting the tradesmen at the county seat and one or two other places, the population consisted almost entirely of the cattlemen and their "outfits." About 1880 the farmer class made some advance into this region, especially when it became known that the Santa Fé Railroad would be built. But in 1882 it was estimated that not over 4,000 acres had been touched by the plow, while the live stock at that time numbered about 9,000 horses and mules, 40,000 cattle and 85,000 sheep and other stock.

In March, 1886, what was then known as the main line of the Gulf, Colorado & Santa Fé Railroad reached Coleman, and was extended on through the county the same year. A tap line was built to reach Coleman City, it being the policy of early railroad construction in Texas to avoid towns which did not offer attractive subsidies, and Coleman City is one of the number of such cases in Texas. However, this tap line has since become the starting point of the Coleman-Texico branch of the Santa Fé, by which that system has a short cut from its main trans-continental division to gulf ports. This division was completed about 1911, and has furnished additional railway facilities for Coleman County.

The population of the county at different decades has been: In 1870, 347; in 1880, 3,603 (35 negroes); in 1890, 6,112; in 1900, 10,077 (90 negroes); and in 1910, 22,618. The population is largely native American stock, with the admixture of a number of different nationalities in small numbers, Mexico being the foreign country most numerously represented. In 1882 the only towns of the county were Coleman City and Trickham. The principal towns outside of the county seat at present are: Santa Anna, situated at the base of Santa Anna Mountain, in which vicinity a small oil and gas field has been developed; Goldsboro; Rockwood, located in the coal mining district along the Colorado River;

Glencove, Burkett, Talpa, Vilera, Novice, and Silver Valley. Coleman City, which had a population of 906 in 1890, 1,362 in 1900, and 3,046 in 1910, has been developed both commercially and as a place of residence in recent years. It has the improvements and advantages of a progressive West Texas town, and is the center of a large volume of trade.

While the live stock interests are still important, there has been great agricultural development near the railroad and in the valley lands. It is estimated that about a thousand acres are under irrigation. At the last census 2,938 farms were found in the county, as compared with 1,369 in 1900. The area of the county is 825,600 acres, and about 239,000 acres were classified as improved land in 1909, as against not quite 90,000 acres in 1900. The county has a great variety of crops: In 1909 the largest acreage was in cotton, 120,788; Kaffir corn and milo maize, 19,401 acres; corn, 6,238 acres; hay and forage crops, 14,619 acres, besides oats, wheat, about 500 acres in potatoes and vegetables, and approximately 59,000 trees in orchard fruits. The county also produces a considerable quantity of pecans. The live stock interests in 1910 were measured by the following statistics: cattle, 40,159; horses and mules, about 16,000; hogs, 7,086; sheep, 32,395, making this one of the principal counties in that industry; goats, 2,021; and poultry, 94,495.

In 1882 the taxable values of Coleman County were \$1,733,603, more than a third being represented by live stock; in 1903, \$5,611,513; and in 1913, \$13,119,970.

FREESTONE COUNTY

This is one of a group of counties lying between the upper waters of the Trinity and the Brazos rivers, and while Limestone and Navarro were prairie counties, Freestone was situated in the heavily timbered area along the west side of the Trinity River. Thirty years ago it was estimated that only about one-seventh of the county's area was prairie, while the rest was densely wooded. In successive years a great amount of the wood land has been cleared away and the land brought under cultivation, but the presence of heavy timber has been a factor in the county's development from the earliest times. At the last census of a total area of 564,480 acres, 319,006 acres were occupied as farms, but only about 151,000 acres were classified as improved land, while the remainder was classed as "wood land in farms." Thus the acreage in cultivation is much smaller than in many counties lying to the west.

In spite of its situation in the woods, Freestone County for many years, beginning before the war, was one of the chief centers of cotton production in the upper Trinity Valley. The first settlers brought many slaves with them, and while the negroes worked the fields and gathered the cotton, Trinity River furnished a means of transporting the bales to market. Economically the county has passed through several periods of vicissitudes. The war freed the slaves, and almost completely overturned industrial conditions, and a large acreage returned to the wilderness. When the railroads were built into this section of Texas, the Houston & Texas Central barely crossed the extreme northwest

corner, while the International & Great Northern touched the county on the southeast. Until seven or eight years ago the county had only about four miles of railway. Between 1904 and 1907 the Trinity & Brazos Valley Railroad built its main line through the county from Claburne through Mexia, thence to Teague in Freestone County, and on south to Houston. In the same period a branch of that road was constructed from Teague north to Corsicana. That railroad developed the first important town in the county, Teague, which in 1910 had a population of 1,288. Up to the early years of the present century cotton had remained the one great staple crop, and Freestone farmers make little attempt to use the soil for any other purposes. In 1903 the ravages of the boll weevil reduced the crop from about 30,000 bales to 3,000, and since then there has been only a gradual recovery, and the introduction of diversified methods of farming. Thus between 1900 and 1910 the number of farms decreased from 3,302 to 3,158, and there was a considerable falling off in the amount of acreage classified as "improved land." Cattle and hogs became a more profitable resource than agriculture, though recent years have witnessed a gradual evolution of better conditions throughout the county. A brief survey of the county agriculturally is found in the statistics reported by the last census. At that time there were 24,689 cattle; about 8,400 horses and mules; 20,557 hogs; 1,144 goats; 78,278 poultry. The cotton acreage in 1909 was 66,101; 42,115 acres of corn; while minor crops were peanuts, 775 acres, potatoes and other vegetables, about 1,250 acres, and about 73,000 trees in orchard fruits. The taxable values of the county at different years have been: In 1870, \$984,188; in 1882, \$2,354,305; in 1903, \$3,662,855; and in 1913, \$7,859,305.

A few pioneers went into the country bordering the upper Trinity before the close of the Texas revolution, but were all driven out by Indian hostilities. In the early '40s the Texas rangers prosecuted a vigorous campaign against the Indians, and about the close of the Republic permanent settlers began to arrive. Some located above Troy, also known as Pine Bluff, which was established about 1847 and for a long time was the chief town in the county. In 1850 the Butler community sprang up, and settlement began at what was known as Mound Prairie, near the present site of Fairfield, the county seat. In 1855 the county had seven postoffices: Avant, Butler, Cotton Gin, Fairfield, Flowerdale, Keechi and Troy. Freestone was then the wealthiest and most prosperous of all the surrounding counties. On September 6, 1850, the eastern section of Limestone County was cut off under the name Freestone County. Fairfield was designated as the county seat, the postoffice being established there in November, 1851.

The Trinity River, on the east side of the county, was the first important factor in introducing settlement and in the upbuilding of towns. About twenty years after the county was created the Houston & Texas Central Railway was built close to the western border of the county, and that caused a grouping of population in that section. Outside of Fairfield the oldest inland town was Cotton Gin, a village that began about 1849. Most of the business of the county centered at Fairfield until the construction of the railway to Mexia in 1871. At that time Colonel Wortham laid out a village on the brief stretch of railway

through the western edge of Freestone County, giving it the name Wortham. By 1880 Fairfield and Wortham were the chief towns of the county and smaller centers were Sunshine, Cotton Gin, Luna, Brewer, Bonner, Butler, Dew, Mills, Young and Steward's Mill. In 1882 the county had two sawmills, one flouring mill, a number of corn mills and cotton gin. For many years, until about 1889, the Fairfield Methodist College was a noted institution in the county. At the present time besides a number of rural villages, the chief towns are Teague, Fairfield, Wortham and Kirvin.

The population of Freestone County for successive decades has been: In 1860, 6,881; in 1870, 8,139; in 1880, 14,921; in 1890, 15,987; in 1900, 18,910; and in 1910, 20,557 (8,772 negroes).

JOHNSON COUNTY

The first settlements were planted in what is now Johnson County in 1852. The territory was then comprised within the jurisdiction of McLennan and Navarro counties, and by 1853 the population was sufficiently numerous to justify the creation of a new county. The legislative act of February 13, 1854, erected Johnson County, and the first election of county officers was held in the following April. In 1866 the western part of the county was detached to form Hood County, from which in turn was subsequently taken Somervell County. The first county seat was Wardville, located five miles west of the present City of Cleburne. In 1856 another county seat election was held, and a place called Bailey's, five miles northwest of Cleburne, was selected, and its name changed to Buchanan, in honor of the then President of the United States. Both of these old county seat locations have long since ceased to be centers of population or trade. After the creation of Hood County, the choice of a county seat was again before the people, and in 1867 the majority of votes were cast in favor of Camp Henderson, the permanent name of which was soon afterwards changed to Cleburne, in honor of the great general. The oldest town in the county is Alvarado, founded about 1853. The next in age is Grand View.

In 1860 Johnson County had a population of 4,305, some of whom lived in what is now Hood and Somervell counties. In 1870 the population was 4,923; in 1880, following a decade of great development, the population was 17,911; in 1890, 22,313; in 1900, 33,819; and in 1910, 34,460.

The county was without railroad facilities until the '80s. The Fort Worth-Temple division of the Gulf, Colorado & Santa Fe was completed in December, 1881; the Missouri, Kansas & Texas was built at the same time, and in 1882 was opened the Cleburne-Dallas branch of the Santa Fe, originally known as the Chicago, Texas & Mexican. In 1887 the Santa Fe constructed its line from Cleburne to Weatherford, and in 1888 the Fort Worth & Rio Grande was built through the extreme northwest corner of the county. The Trinity & Brazos Valley opened its line from Cleburne to Mexia in 1904, and its trains run north to Fort Worth over the Santa Fe tracks. Within the present decade an interurban line has been built from Fort Worth to Cleburne, known as the Southern Traction Company of Fort Worth.

Since the first railroads were built the county has developed rapidly, and with the exception of some lands in the western part of the county all the big ranch holdings have disappeared, and Johnson now ranks as one of the best agricultural and stock-farming counties of North Central Texas. Farm lands rank with the very best in the state. Of a total area of 473,600 acres, the last census indicated that about 430,000 acres were occupied as farms, and about 250,000 acres in "improved land." Government statistics indicate a well diversified condition of farming, with an appropriate balance between stock raising and the cultivation of staple crops. In 1910 there were 18,942 cattle in the county; 14,775 horses and mules; 8,999 hogs; and 123,654 poultry. In 1909 the cotton acreage was 110,692; corn, 15,088; hay and forage crops, 7,190; peanuts, 1,129; over 1,600 acres in potatoes, sweet potatoes and other vegetables; with oats and wheat as minor crops. The county is also in the fruit belt, and the last census enumerated 139,000 trees in orchard fruits. The value of taxable property in the county in 1870, was \$1,888,955; in 1882, \$4,875,128; in 1903, \$9,096,310; and in 1913, \$22,356,735.

Aside from the old towns of Alvarado, Grand View and Cleburne, nearly all of the important centers of population sprang up with the advent of the railways. Cleburne, the county seat, is a modern progressive city, with waterworks, street railway, other public improvements, and a number of commercial and manufacturing enterprises. Its largest single resource is the Santa Fe Railway Shops. The population of Cleburne in 1890 was 3,278; in 1900, 7,493; and in 1910, 10,364. Alvarado, the pioneer town, had a population in 1890 of 1,543; in 1900, 1,342; and in 1910, 1,155. Grand View's population in 1910 was 1,018, having been credited with only about 250 inhabitants twenty years before. Other towns are Venus, Rio Vista, Burleson, Godley, Joshua, Keene, Lillian, and Cresson.

HOOD COUNTY

The first settlers went into what is now Hood County before the war, but until about 1870 were on the frontier line of North Texas counties and had to protect home and stock against the incursions of raiding Indians. Hood County's area for about ten years after the first settlers came was included in Johnson County. The Legislature on November 2, 1866, erected a separate county, named Hood, in honor of Gen. J. B. Hood. In 1875 the south part of the county was detached to form Somervell County. In the act of 1866 it was directed that the county seat, when selected, should be called Granbury. Besides Granbury one of the early centers of settlement was at Thorp's Spring. There, in 1873, J. A. Clark & Sons, Addison and Randolph, started the private school which was soon afterwards chartered as Add-Ran College, and in 1895 it was moved to Waco and became Texas Christian University. After the removal of the college an institute was maintained at Thorp's Spring known as Jarvis Institute in honor of one of the principal founders of the Texas Christian University. Besides Granbury and Thorp's Spring, Acton was a small village in 1870.

Until the '80s stock raising was the staple industry of the inhabitants. The cattle of the ranches went to the Fort Worth markets, and in 1887 the Fort Worth & Rio Grande Railroad was built as far as Granbury, and most of its traffic came from the live stock raised on the range west and south of Hood County. Granbury remained the terminus of that road until 1889. About the same time had been completed the line of the Santa Fé between Cleburne and Weatherford, crossing the extreme northeastern corner of Hood County. In the past twenty-five years practically all the ranch land has been developed as farms and there has been considerable agricultural development. The county is one of the smaller civil areas in the state, having an area of 259,200 acres. The last census reported that of this total about two hundred and thirty-eight thousand acres were occupied in farms, and 91,000 acres classified as "improved land." However, the statistics for that year showed less "improved land" than at the preceding census. In 1910 there were 1,786 farms in the county, as compared with 1,477 in 1900. The live stock comprised: 12,841 cattle; about 5,800 horses and mules; 3,639 hogs, and 45,408 poultry. In 1909, 35,050 acres were planted in cotton; 8,423 acres in corn; 2,612 acres in hay and forage crops, and a small acreage in oats and wheat. The county had approximately fifty-eight thousand trees in orchard fruit and about eleven thousand pecan trees.

In 1870 the population of Hood County, before the separation of Somervell County, was 2,585; in 1880, 6,125 (198 negroes); in 1890, 7,614; in 1900, 9,146 (241 negroes), and in 1910, 10,008. After the coming of the railway Granbury became a prosperous town, and in 1890 had a population of 1,164; in 1900, 1,410, and in 1910, 1,336. Besides the other old towns of Thorp's Springs and Acton, the other centers are Cresson, in the northeast corner of the county, Tolar and Lipan.

The assessed wealth of Hood County in 1870 was \$423,194; in 1882, \$1,367,956; in 1903, \$2,277,494, and in 1913, \$4,038,337.

SOMERVELL COUNTY

This is one of the smallest counties in the state, with a total area of 117,760 acres. This territory was originally comprised in Hood County, and the new county was created March 13, 1875, in response to a petition from residents in North Bosque and South Hood counties. The Brazos River flows through the eastern half of the county, and the topography is one of rocky hills with many small valleys of fertile lands. Though railroads have circled the county on all sides, it is as yet without rail transportation, and its development has consequently been backward. The soil and climate favor the production of fruit and small crops, but farming and stock raising are still the substantial industries. Almost the entire county is underlaid by a basin of artesian water, and there are several hundred artesian wells in the vicinity of Glen Rose. A recent report of the geological survey states that about thirty thousand acres of the valley lands in the artesian belt are capable of economical irrigation.

The following statistics of development are drawn from the report of the last census. There were 664 farms in the county, as compared

with 491 in 1900. Of the total area, 93,616 acres were included in farms, and approximately 39,000 acres in "improved land," as compared with 27,000 acres at the preceding census. There were 3,305 cattle; about 2,400 horses and mules; 1,266 hogs, and 16,376 poultry. In 1909, 18,956 acres were planted in cotton; 2,156 acres in corn; 1,782 acres in hay and forage crops. About thirty-one thousand orchard fruit trees were enumerated, and about nine thousand pecan trees.

The population in 1880 was 2,649; in 1890, 3,419; in 1900, 3,498, and in 1910, 3,931.

The value of assessed property in 1882 was \$357,567, nearly a third of which was represented by live stock; in 1903, \$692,544, and in 1913, \$1,297,755. Since the organization of the county the seat of government has been at Glen Rose, and there is no other important town in the county.

HILL COUNTY

Hill County is located in what is known as the black land belt of Texas, and is one of the most prominent agricultural centers of the state. This is indicated by the high percentage of "improved land" compared with the total area of the county. Of the total area of 618,240 acres, the last census showed that over five hundred thousand acres were included in farms, and about four hundred and eight thousand acres in "improved land." It is said to be the third largest cotton producing section in the country. While there are several important towns, the county is largely rural, and more than twenty years ago it had a population greater than that of the average Texas county of this time. The farmer began to drive out the rancher many years ago, and intensive agriculture has been the rule, while the live stock industry is confined to the farms and is highly developed.

The settlement of the county began more than sixty years ago. On the Brazos River, fourteen miles west of Hillsboro, was old Fort Graham. It is said that a settler located there as early as 1834, before the Texas Revolution, but in consequence of Indian hostilities that swept over this region through the next dozen years no permanent settlement was made. After Texas had been annexed to the Union, in 1845, the Federal Government established a cordon of military posts along the extreme frontier, gradually extending them as the country within the protected region became inhabited and capable of self-protection. One of these posts was old Fort Graham, established about 1848. Its garrison remained only a few years, until about 1853, at which time the wave of settlement had come up and passed beyond, when it was abandoned and its soldiers transferred to the new frontier. But around the fort was a small group of settlers, and even twenty years ago the site had a hundred or so residents, though it is barely a name in modern Texas geography.

In 1853 the settlers on the east side of the Brazos were numerous enough to justify a separate county organization, and the Legislature, by Act of February 7, 1853, erected Hill County. The temporary county seat was Lexington, the first village of the county, which had been settled in 1851-52. It was provided in the act creating the county that the

County Court, when elected, should select three or more eligible sites near the center of the county for the county seat, and the one chosen by popular vote should be called Hillsboro. This resulted in the founding of what is now the metropolis of the county and one of the flourishing cities of Central Texas. At various times efforts were made to change the location of the county government, but without success.

In 1858 an estimate of the population of the county, based on assessors' list, was 2,366, including 508 slaves and 333 free colored. Being remote from markets, 250 miles from Galveston, and with no transportation, except by wagon, the development of the county at that time was in its primitive stages. Cattle raising on the unfenced prairies was the most profitable industry. The Texas Almanac for 1858 states that "little had been done toward establishing schools and churches. Hillsboro was said to have made rapid progress since it was founded, and Fort Graham was a trading point, doing a considerable amount of business with the county northwest of it." By 1866, after the war, a feature indicating more settled conditions was the existence of a college and ten schools, besides churches. At that time Millican, 130 miles distant, was the nearest railroad point, and all trade went in that direction.

The population of Hill County in 1860 was 3,653; in 1870, 7,453; in 1880, 16,554 (1,298 negroes); in 1890, 27,583; in 1900, 41,355 (2,973 negroes), and in 1910, 46,760. These figures are a good index of the substantial and thorough progress and development of the county. This growth in population was accompanied by a corresponding increase in material wealth, as indicated in the taxable property values. In 1870 the assessed property was valued at \$2,730,566; in 1882, \$4,021,655; in 1903, \$11,450,790; in 1909, \$29,073,950, and in 1913, \$30,593,260.

The county has a number of railway lines, forming almost a network in the eastern part of the county, and recently an interurban line between Dallas and Waco crossed the county through Hillsboro. The first railroad came in 1880, the Texas Central, built through the southwest corner of the county. The Gulf, Colorado and Santa Fe, between Temple and Fort Worth, was completed in 1881, passing through the northwest corner; the same year the Tyler-Waco division of the Cotton Belt passed along the southeast edge of the county. A little later the Missouri, Kansas & Texas from Fort Worth reached Hillsboro. The Corsicana-Hillsboro branch of the Cotton Belt was constructed in 1888. The branch of the Missouri, Kansas & Texas between Hillsboro and Dallas was completed in 1891. The first section of the Trinity & Brazos Valley from Hillsboro to Hubbard City was opened in 1903, and the following year was completed through the county. Also, about 1903 the International & Great Northern was constructed through the county to Fort Worth.

The first railroad in the early '80s, brought the county into commercial touch with the world's markets. The range cattle industry was soon driven westward and agriculture and diversified production in various forms took its place. Thirty years ago there was a great quantity of open range, and live stock was more important than the field crops. At the present time there is more and better live stock in the county than thirty years ago, but this is accounted for by the reason that nearly every one of the five or six thousand farmers feed their crops to their

own stock. At the last census there were 5,539 farms in Hill County, as compared with 5,190 in 1900. The live stock was represented by the following figures: Cattle, 20,626; horses and mules, about 23,000; hogs, 18,679, and poultry, which is an increasing industry, 216,347. In 1909, 247,146 acres were planted in cotton. The next crop in acreage was corn, 77,774 acres; hay and forage crops, 8,872 acres; oats, 8,423 acres; wheat and peanuts occupied a considerable acreage; about 1,300 acres were devoted to potatoes, sweet potatoes and other vegetables. It is a fruit county, and at the last census about 119,000 trees were enumerated in the orchard fruits, and over 6,000 pecan trees.

Another important result of the building of railroads has been the rearrangement of towns. In 1870 the postoffice centers of the county were Covington, Hillsboro, Peoria and Towash. In 1877 other towns were Woodbury, Brandon and old Fort Graham. Hanford's Texas Register for 1878 describes the towns as follows: "Hillsboro is a small village of about 500 inhabitants; it has four dry goods stores, four family groceries, one drug store, one hotel, two wheelwrights, two blacksmiths, two shoemakers, one resident doctor and some six or eight lawyers. The courthouse and jail are both new buildings, well built and creditable to the county. * * * The next town in size is Peoria, situated on the edge of the timber, it has about the same number of stores and mechanics as Hillsboro. Towash and Woodbury are next in size, and contain each about 300 inhabitants. The former is delightfully situated on the Brazos and commands a large trade. Woodbury is just on the edge of the cross timbers." Several of these places have since become nearly extinct, and with the railroad era Hillsboro, Itasca, Hubbard City and Whitney became the principal centers. Hillsboro, which was founded in 1853-54, and remained a small village with the county offices the most important feature until the building of the railways in the early '80s. In 1890 its population was 2,541; in 1900, 5,346, and in 1910, 6,115. It has long retained a high rank as a railway, commercial, educational and social center. One evidence of progressive citizenship was the voting by one precinct of \$250,000 in bonds for the improvement of roads. The Town of Itasca, which, in 1890, had a population of 548 and in 1910 of 1,356, was founded in October 1881 on the line of the Missouri, Kansas & Texas Railway. Hubbard City likewise originated with the railway, being established in 1881 on the newly completed Tyler-Waco branch of the Cotton Belt. In 1890 its population was 894, and in 1910, 1,843. In the western part of the county, as a rival of the older towns of Towash and Peoria, the Town of Whitney was established in October, 1879, on the line of the Texas Central Railway. Its population for several decades has been about eight hundred. The old Town of Peoria, now a very small village, sprang up soon after the organization of the county, and after the war became the principal commercial center, and for a time stood first in population. Another old center of settlement is Brandon, about twelve miles east of Hillsboro, but after the building of the railway old Brandon was practically abandoned in favor of New Brandon, which has a population of about four hundred. Woodbury was established in 1869. Other towns of the county are Blum, Mount Calm, Aquilla, Irene, Malone and Bynum.

ERATH COUNTY

The development of this county began during the decade of the '70s, after the fear of Indian raids had ceased. Population increased six or sevenfold during the '70s, and since 1880 has increased about three hundred per cent. Erath County is well above the average agriculturally, with cotton its largest crop, is also a producer of apples and peaches, has coal mines in the northern part, and still retains a share of the live stock activities that once were almost the sole industry.

Erath County was created January 25, 1856, from Bosque and Coryell counties. Settlement began in the early '50s, and before the county was organized the Town of Stephenville had been laid out. Its proprietors on July 4, 1855, offered land for the county buildings, provided the county seat was located there, and the legislative act above noted designated that town as the seat of justice provided these donations were made.

The population of the county in 1858 was estimated at 766, and only about one thousand five hundred acres were in cultivation. For twenty years after the county was organized it was on the frontier, and property was never secure from Indian raids. After the war this entire region was in the great cattle ranges.

In 1860 the population of the county, according to the Federal census, was 2,425. There was a decrease during the war decade, and in 1870 the population was 1,801; in 1880, it was 11,796 (257 negroes); in 1890, 21,594; in 1900, 29,966, and in 1910, 32,095. The county has a considerable foreign element, chiefly furnished by the three countries—Italy, Austria and Mexico.

The Texas Central Railroad, which began building in 1879, was completed through Erath County about 1881. Rapid development followed, a large number of farmers came in and partly dispossessed the range cattle men, and the raising of wheat, corn and cotton became an important industry. In 1882 the county had four sawmills and four cotton gins, dependent on the agricultural activities. Along the line of the railroad were established the towns of Dublin, Alexander and Mount Airy. Stephenville, though twelve miles from the railroad, still led in population and had an annual trade of about four hundred thousand dollars. Duffau and Morgan's Mill were other settlements at that time.

In October, 1890, the Fort Worth & Rio Grande Railroad was completed to Stephenville. During the first decade of the present century the Stephenville North & South Texas Railroad was built from Stephenville south to Hamilton, and has since been acquired by the St. Louis Southwestern (the Cotton Belt). Some years ago the Texas & Pacific constructed a short line to tap the coal mines at Thurber. The coal deposits at Thurber have been developed in recent years, and that is now a considerable mining town and also a center for the manufacture of paving brick.

In agriculture the county has made great progress since the first railroad came. Special claims are made for the apple crop of Erath County. In 1910 the county had 4,225 farms, as compared with 3,783 at the preceding census. Of a total area of 693,120 acres, much the greater part was occupied by farms, and about 256,000 acres were classified as "improved land." Stock interests were: Cattle, 26,615; horses

and mules, about 14,850; hogs, 9,647; poultry, 112,695. In 1909, 127,005 acres were planted in cotton; 17,554 acres in corn; 11,545 acres in hay and forage crops; smaller acreage in kafir and mils maize, oats and wheat and peanuts, and about 600 acres were in potatoes, sweet potatoes and other vegetables. In orchard fruits there were enumerated about 252,000 trees, chiefly apples and peaches, and over 10,000 pecan trees.

The assessed wealth of Erath County in 1870 was only \$356,916; in 1882, \$2,240,917; in 1903, \$6,456,815, and in 1913, \$12,071,575. In 1890 the principal towns of the county in order of population were Dublin, Stephenville, Thurber, Alexander, Duffau and Bluffdale. Dublin and Stephenville have been close rivals as population and business centers in recent years, and in 1910 the former had a population of 2,551 and the latter 2,561.

MCCULLOCH COUNTY

Lying on the south side of the Upper Colorado River, McCulloch is one of a number of counties in West Central Texas that only in recent years have been brought into touch with the rest of the state by railway lines. About twelve years ago, Brady, the county seat, became the terminus of the Fort Worth & Rio Grande Railway, and within the present decade the Gulf, Colorado & Santa Fe has been built through the county west from Lampasas County. With the railroads has come a class of farmers and permanent settlers, and the county's hills and valleys have been occupied by farms. The greatest development has occurred since 1900. In 1900 the number of farms in the county were 531, and in 1910 the census reported 1,545 farms. During the same decade the area of "improved land" increased from about 27,000 acres to 120,000 acres. Little more than a fifth of the total area of 686,720 acres have been brought under cultivation.

McCulloch County was originally a part of the great Bexar District, and was formed in 1856. A few settlers found homes along the Upper Colorado before the war, and in 1862 the county was organized. It was on the extreme frontier, the settlers had little reinforcement from the older parts of the state owing to the Civil war, while Indian depredations rendered life and property insecure, and the county organization was soon abandoned. In 1876 the county government was permanently organized.

In the meantime Camp San Saba had been established in the southern part of the county, originally as a temporary frontier post, and soon became a center of settlement. A description of the county in 1877 stated that Brady City had a population of about one hundred, and that "Camp San Saba, Dugout and Bradshaw's Mill are beginning to be thriving little villages, more especially San Saba, which is located in a very favorable portion of the county. * * * They all have good schools and churches." The same publication mentions the establishment during the preceding year of many sheep ranches. A statistical publication of 1882 described towns as follows: "Brady City has from 150 to 250 inhabitants, two hotels, two livery stables, several stores and a substantial and handsome courthouse and jail, built of native stone. Camp San Saba has about 100 inhabitants, three stores, a postoffice and

a good stone building used for church and school purposes. Voca, a small village, has one store, a postoffice and a cotton gin and grist mill, run by water power. The scholastic population for the year 1882-83 is 215, for which public free schools are provided. The Methodists and Disciples or Christian denominations hold religious services at several places in the county, and church conveniences, as yet scant, are improving."

In 1870 the census enumerated only 173 inhabitants of the county. The following ten years brought the population to 1,533 in 1880, it doubled in the next decade, and was 3,217 in 1890; in 1900, was 3,960, and under the influence of the railroads and the general movement of settlement towards the West population grew by 1910 to 13,405. Thirty years ago the engrossing pursuit of the people was stock raising, and in 1882 there were approximately 27,000 cattle, 52,000 sheep, and about 6,000 other stock in the county. Taxable property in 1881 was valued at \$588,754; in 1903, \$2,080,960, and in 1913, \$7,529,916. Among various other foreign elements in the county's population should be mentioned a considerable number of Swedish people.

The stock interests in the county at the last census were: Cattle, 34,744; horses and mules, about 9,700; hogs, 4,421; sheep, 17,786; goats, 1,537, and poultry, 40,902. In 1909 the cotton crop covered an acreage of 65,229; corn, 5,037 acres; kafir and milo maize, 3,967; hay and forage crops, 10,601. There were 30,000 trees in orchard fruits and about 10,000 pecan trees in the county.

The extension of the Fort Worth & Rio Grande Railroad from Brownwood to Brady in 1902 was the important commercial event of recent years. Hitherto all the live stock was driven out of the county to railroad markets, and outside towns were the distributing points for all necessities consumed here. When Brady became the terminus of the railroad, it at once became and has since continued to be a shipping and distributing point for a vast area to the west and south. For a number of years it was the most eligible shipping point for cattle and other stock in the entire ranch country comprised of McCulloch, Concho, Menard and Mason counties. It claimed to be surrounded by the largest range and to be the largest cattle shipping point in the world, over one hundred thousand cattle having been regularly collected there for shipment each year. The same cause had built up some large mercantile houses, supplying local trade for many miles around. During the past four or five years the extension of railroads to adjoining counties has somewhat diminished its advantage, but at the same time the town has been benefited by the construction of the Santa Fe branch from Lometa through Brady.

Brady had a population in 1890 of only 560, and in 1900 its population was 690, which by 1910 arose to 2,269. The city has public waterworks, some wholesale establishments, oil mills and cotton compress, and has been the commercial center for the development which has taken place in this vicinity during the last ten years. The older towns of the county, San Saba, Voca, and Waldrip, the latter located in the coal mine regions, are still small villages. Other towns along the Fort Worth & Rio Grande are Mercury and Rochelle, while in the western part of

the county on the Santa Fe is Whiteland, the junction point of the Santa Fe and the branch of the Fort Worth & Rio Grande extending south into Menard County.

MCLENNAN COUNTY

Outside the City of Waco, which contains more than a third of the total population of McLennan County and is one of the chief cities of the state, McLennan County has long enjoyed a high position among the agricultural sections of Texas. It is only necessary to refer to similar statistics for other counties in the same region to make the following figures impressive. The last census reported 5,894 farms in the county, as compared with 5,240 in 1900. Of a total area of 671,360 acres, nearly 600,000 acres were enclosed in farms, and about 444,000 acres classified as "improved land." The crop acreage of 1909 was as follows: Cotton, 239,440; corn, 83,023; oats, 26,785; hay and forage crops, 13,702, including 938 acres in alfalfa; wheat, 3,341; nearly 2,000 acres in potatoes, sweet potatoes and other vegetables; about 123,000 trees in orchard fruits, principally peaches, and over 5,000 pecan trees. Live stock is a part of the regular farming activities, not a separate industry, as it was thirty or forty years ago. The stock interests of the county were enumerated by the last census as follows: Cattle, 25,075; horses and mules, about 25,000; hogs, 19,419; sheep, 18,465; goats, 2,321, and poultry, 221,159. Few of the characteristically stock counties of the western part of the state furnish larger statistics. The poultry business is an important item, and several distinctive poultry farms are found in the vicinity of Waco. Another feature of modern progress has been the construction of levees and the reclamation of about two thousand acres of land along the Brazos River, most of this land being devoted to the production of vegetables and fruits. In line with other progressive enterprise has come the construction of good roads, and the county claims in 1913, 175 miles of highway, built at a cost of about two thousand dollars per mile. Some of the highest priced agricultural lands in the state are in this county.

McLennan County, named for Neil McLennan, of a prominent pioneer family along the Brazos, was created January 22, 1850, from portions of Limestone, Milam and Navarro counties, and was organized August 5, 1850. On the maps of that period the only point designated in this vicinity was Waco Village, which for years had been a rendezvous of the Waco and affiliated Indian tribes. Remains of Indian houses, burial grounds and fortifications were said to exist in Waco as late as 1872, in the vicinity lying north of Austin Street. The Indian hostilities, which began with the Texas Revolution, and which nearly depopulated the settlements along the Brazos as elsewhere described in the sketch of Milam County, hindered the settlement of McLennan County, and it was only after Texas entered the Union that adequate protection was afforded and immigration made headway. Most of the lands of McLennan County were included under the conflicting claims of the Robertson or Nashville Colony and other empresario contracts, and the titles go back to several years before the Texas Revolution. In 1844, twenty-five miles above the frontier, George Barnard, established an Indian trading post at the

mouth of Tehuacana Creek, and that became a rendezvous for many explorers and the first settlers of the Upper Brazos. One of the most noted characters in this region was Maj. George B. Erath, who had assisted in the survey of lands along the Brazos during the '30s and was member of a party which in 1837 started a fort at Waco Village, but the position was soon abandoned as being too far north. Indian hostilities kept settlers away from McLennan County until 1845. Ranger companies were then sent into the country, and, in 1846, the first permanent settlement was made on South Bosque Creek by members of the McLennan family and others. The early settlers found portions of the country claimed under old Mexican grants, and the litigation which arose lasted for many years and greatly retarded the settlement and development of the county. By 1850, when the county was organized, its population was several hundred. An item in the Texas Telegraph of March 1, 1849, states that Waco Village was about to be settled by whites under the leadership of Captain Ross. The Town of Waco was designated as the first county seat and Major Erath had assisted in laying off the town in March, 1849. At that time there were only about twenty families in the county.

The decade of the '50s was a period of rapid immigration to Central and North Texas, and McLennan County received a large share of these settlers. As the number of slaves was estimated in 1858 at nearly 2,000, only little less than the white population, the character of society and industry was typically Southern. While the plantation system was not so thoroughly developed as in some of the South Texas counties, there were many large farms, producing cotton, corn and cattle, and worked by slave labor. A writer in the Texas Almanac for 1859 mentions several flouring mills then being constructed in the county, besides increased facilities for sawing lumber. About that time many of the disputes over land titles were adjusted.

In 1860 McLennan County had a population of 6,206, of whom about 800 were in Waco. Population more than doubled in the following decade, being 13,500 in 1870; in 1880, 26,934 (7,643 negroes); in 1890, 39,204; in 1900, 59,772 (14,405 negroes), and in 1910, 73,250. The presence of a number of foreign nationalities should also be noted, and Austria and Germany, according to the figures of the last census, supplied about five thousand of the total population. Along with increased population has come a rise in material wealth, so that McLennan County ranks among the richest counties of the state. Before the war the taxable values of the county were only about a quarter of a million dollars. In 1870 assessed values were \$2,879,502; in 1882, \$8,616,282; in 1903, \$23,498,091; in 1909, \$42,676,083, and in 1913, \$54,701,370. In several counties of North Central Texas assessment values have been almost stationary during the past five years, but these figures indicate a steady progress in McLennan County. There were only four counties in the state in 1913 that surpassed McLennan in aggregate property valuation.

Population and industry, here as elsewhere, were measured by the facilities of transportation. During the first decade of the county's settlement the highroads that centered at Waco and led away to all parts of the state were the only avenues by which the people could traffic and communicate with the world. The Texas Almanac for 1859 said of

Waco: "It is now an important inland city, the center of travel, and beyond a doubt the greatest traveled thoroughfare of Texas. No interior town, and but one city, can boast of the same mail facilities. Nearly thirty mails are made up and dispatched hence during each week at the Waco postoffice." The stage coaches carried passengers and mail, wagons drawn by oxen freighted cotton and corn to other markets and brought back the merchandise consumed at home, and the cattle and sheep were driven out over the same highways. Under such conditions, production was limited to the demands of home consumption or to such commodities as could be transported by slow conveyance without deterioration. In 1855 the wagon freight rates on goods carried between Houston and Waco were \$2.25 per 100 pounds. In 1872 the railroad rate for the highest class of freight over this distance was only 93 cents per hundred.

In 1860 the nearest railroad point to McLennan County was Millican. A pioneer's description of conditions at that time is as follows: "Lumber had to be brought from the far-off Eastern Texas, more than a hundred miles, on slow trains propelled by oxen. Passengers and mail were transported to and from Millican in slow-moving stages, and the hardware, paints and sundries required in building houses, as well as the stock of merchandise with which to fill the stores, and the furniture for the homes, when both were built, must needs be hauled in wagons over the same dreary length of road."

The original line of the Houston & Texas Central left Waco to one side, and by 1870 had been constructed as far as Groesbeck, in Limestone County, directly east of McLennan. In order to get a railway the citizens of Waco organized in 1866 the Waco Tap Railroad, but in 1870 the name was changed to the Waco & Northwestern. Construction was begun at Bremond on the main line of the Houston & Texas Central, was pushed to Marlin in 1871 and completed to Waco September 18, 1872. Though under a separate charter, this line was built by the Houston & Texas Central interests, and in 1873 became the property of the latter road. From Waco it was extended eleven miles further north to Ross. During the following ten years several railroads were built in the county. In 1881 the Gulf, Colorado & Santa Fe was completed from Temple to Fort Worth. In 1881 the Cotton Belt was built from Tyler to Waco, and continued on west the next year. In the same year the Missouri, Kansas & Texas came in from Fort Worth, crossing the Brazos at Waco and being continued thence to Austin. In 1889 Waco became the northern terminus of the San Antonio & Aransas Pass. The International & Great Northern track between Fort Worth and Houston was built about 1900, and recently the Interurban Line has been opened between Waco and Dallas. As a result of railroad building, population doubled between 1870 and 1880, taxable wealth increased several fold, towns were built up in various parts of the county, and Waco, now the center of several railroads, became a point of concentration and distribution for a large volume of commerce.

Outside of Waco some of the older and more prominent towns of McLennan County are mentioned as follows: The second oldest town in the county was Bosqueville, which was laid out about 1858, and is now a small and unimportant rural community. Another old town was Mastersville, a community which became merged with the new railroad

Town of Bruceville, which was founded in 1887. South of Waco was an old settlement named Robinsonville. McGregor, which for some years was the second largest town in the county, was first known as Banks, a station on the Santa Fe, and when it became a junction point of two railways was renamed McGregor. Its population in 1890 was 774; in 1900, 1,435; and in 1910, 1,864. Moody, situated at the southern boundary of the county, was laid out on the Santa Fe in 1881 and had a population in 1910 of 983. In population the second city of the county, according to the last census, was Mart, which was founded during the '90s, had a population of less than 300 in 1900, but in 1910 was credited with 2,939. Its growth was due to the building of the International & Great Northern Railway. At the north side of the county the Village of West was laid out in 1881, and in 1900 had a population of 851, and in 1910 of 1,645. Other towns are Eddy, Crawford, Lorena, Riesel and Rose.

The City of Waco, laid out in March, 1849, has always been the metropolis of McLennan County. It had some prominent men among its early citizens. Besides Major Erath, whose work was conspicuous in its founding, Capt. S. P. Ross kept the first hotel, and one of the other early settlers was Richard Coke, later governor of Texas and United States senator. By 1870 Waco had a population of 3,618; in 1890, of 14,445; in 1900, of 20,686; and in 1910, of 26,425. During the first twenty years Waco was practically the only town of McLennan County, and its importance was due not so much to the possession of the county government as to its central location on the highways which radiated from here to all points of the state. In 1872 the first railroad came, and ten years later it became the center for three trunk lines.

Unity of action in pushing forward Waco's development has nearly always been a characteristic of the city's people. About 1870 they raised the money for building the first railroad. About 1878-79 water-works were established. Paving and sewerage construction began during the middle of the '80s. An early need of the city as a transportation center was a convenient means of crossing the Brazos River, and Capt. S. P. Ross founded a ferry in the early days of Waco Village. During the '60s a company was organized to construct a suspension bridge, which was opened in January, 1870, and in 1889 was bought by the city and county and made a public bridge. About twenty-five years ago Waco came to be known as "The Geyser City." Artesian wells sunk at different points in the corporate limits brought a strong flow of hot mineral waters, and these have subsequently been relied upon as a large part of the city's water supply. In 1890 the first lines of street railway were constructed, at first operating with mule power and in the following year by electricity. During the Civil war machinery for a cotton and woolen cloth factory was brought from England, over the Mexican border, and the plant began operation at Waco in March, 1865. An iron foundry and planing mill was added, and this plant, on the east side of the river, was Waco's first and for many years its largest manufacturing enterprise. During the '70s Waco grew rapidly, both in city improvements and as a commercial center for a large tributary country. In 1878, when it was the terminus of only one railroad, the noteworthy features of the city were: Two flour mills,

cotton factory, two ice plants, waterworks, gas works, a distillery and other factories; it was a distributing point for large quantities of lumber, and was the chief cotton market of that region. Even then Waco claimed to be the Athens of Texas, being the seat of numerous educational institutions besides its free schools. In 1861 Waco University, an offshoot of Baylor University, which had been established at Independence in Washington County in 1845, was located here, and in 1886 the institutions were consolidated and Waco became the permanent home of the principal Baptist college of the South. Add-Ran College, which had been founded at Thorp's Spring in 1873, and in 1890 became the property of the Christian Church of Texas, was moved to Waco in 1895, and about 1903 the name was changed to the Texas Christian University. In 1856 Waco Female College was founded, and has furnished higher education for thousands of Texas women. A Catholic academy was established in 1873, and the city also has had several large private schools.

The enterprising Waco Business Men's Club claims for the city many superior advantages. It is in the heart of the most productive farming lands of the state, and has a population of nearly two million people within a radius of one hundred miles. In that circle of country it is claimed that two-thirds of the cotton of Texas is produced, more than half of the corn, a third of the live stock and half of the hogs. Partly due to the influence of the Brazos River, it has exceedingly favorable freight rates, and is one of the chief distributing centers and manufacturing cities of Texas.

It is a metropolitan city, and is now under a commission form of government. Its improved streets total about one hundred miles in length. Besides its schools, Waco has sixty churches, a Y. M. C. A., Carnegie Library, has the "Cotton Palace" as the center for its numerous conventions, and has made great progress toward realizing the ideals of the city beautiful.

The improvement of the Brazos River for commercial navigation, from the mouth to Waco, is regarded as one of the greatest ends to be aimed at in promoting Waco's prosperity. The readjustment of transportation rates which would follow such achievement would assure permanence to the undeniable advantages of the central city of a rich tributary country. In the years of early settlement steamboats carried a large share of traffic up and down the river, and under favorable conditions reached Waco. The older Texas railways recognized the possibilities of such navigation, and conformed their rates so favorably as to make water carriage unprofitable. During the '70s a Government engineer reported the feasibility of making the river navigable as far as Old Washington, and by locks it could be converted into a navigable stream as far as Waco. The first appropriation was made in 1896 for the improvement of the lower reach of the river, and after various examinations and reports by engineers the Government appropriated, in 1902, the sum of \$150,000 for Brazos River improvement. By act of 1905 the secretary of war was authorized to expend not more than \$75,000 for improving the river from Old Washington to Waco, allowing the construction of dams and locks sufficient to furnish light-draft navigation. Under such provision the work has proceeded slowly, as is the

manner of Government improvements, and during the fiscal year ending in 1913 the Government expended upwards of \$200,000 in maintaining and preserving work previously done and in repairing for the construction of new locks and dams. It is said that the work already done has done more to create new life in Central Texas than would the expenditure of many times such a sum toward any other enterprise.

CORYELL COUNTY

The territory contained in this county was taken from McLennan and Bell counties in 1854 and organized in March of the same year. Along the Brazos tributaries, the Leon and Cowhouse rivers, which are the chief streams of the county, Indian fighters and prospectors were frequent travelers beginning about 1836. The Indians were almost constantly hostile until the early '40s, and just before the war resumed their depredations along the frontier, and the last Indian raid was made in Coryell County about 1870. The first real establishment of civilization in Coryell County was made by the United States Government, when its troops in October, 1849, founded Fort Gates, near the present Town of Gatesville. Under the protection of this fort a number of settlers came in, and when the post was abandoned in 1853 the county had about two hundred and fifty people. Early in the following year the county was created and given an independent local government. At that time Fort Gates was the only town, and the nearest postoffice was Belton. In 1854 the county seat was moved to the new Town of Gatesville, near the site of the first mill in the county. In July, 1854, a postoffice was established at Gatesville. The only other town in the county before the war was Coryell City, and after the war the country villages of Jonesboro, Turnersville and Copperas Cove sprang up. In 1860 Coryell County had a population of 2,666. Cattle raising was the chief business, and only about eight thousand acres were under cultivation, and the slave population was about two hundred and fifty, and the county has always been considered a "white man's country." The rural Village of Jonesboro was founded near the Hamilton County line in 1866 by the establishment of a saw and grist mill, and for a number of years was an important trading center. Another rural community, which began in 1869, was The Grove. The other towns have grown since the coming of the railways.

In 1882 the Cotton Belt Road was built west from Waco as far as Gatesville, which for thirty years has been its terminus. The town accordingly became a supply station for a large amount of territory to the west, and from a village of 434 in 1880 it became a town of 1,375 in 1890. Its population in 1900 was 1,865, and in 1910, 1,929. Also about 1882 the Lampasas Branch of the Santa Fe was built across the southern corner of Coryell County, and made Copperas Cove a shipping point and place of trade.

The population of Coryell County in 1870 was 4,124; in 1880, 10,924; in 1890, 16,873; in 1900, 31,308; and in 1910, 31,703. A considerable number of Germans have settled in this county. The value of taxable property in 1870 was \$784,040; in 1882, \$2,184,444; in 1903, 5,356,420; and in 1913, \$9,545,730.

From a stock-raising country exclusively the county has developed a well diversified agriculture. The stock interests in 1882 comprised nearly a fourth of the taxable wealth, and there were approximately 24,000 cattle, 16,000 sheep, 10,000 hogs, and 9,000 horses and mules. At the last Federal census the live stock in the county was reported as follows: Cattle, 27,631; horses and mules, about 16,000; hogs, 10,279; sheep, 26,427; goats, 1,096; and poultry, 125,595. While the number of stock has increased and by the introduction of better grades has a value several times what it was thirty years ago, the development of agriculture and the cultivation of lands has been a still more important contribution to the county's wealth. In 1910 there were 3,290 farms in the county, as compared with 3,102 in 1900. Of the total area of 694,400 acres, much the greater part was enclosed in farms, and approximately 236,000 acres were "improved land." In 1909, 114,751 acres were planted in cotton; 55,617 acres in corn; 17,984 acres in oats; 5,290 acres in wheat; 5,370 acres in hay and forage crops; about 1,000 acres in potatoes, sweet potatoes and vegetables; about 69,000 trees were enumerated of orchard fruits, and over 9,000 pecan trees. Irrigation enterprise has made some progress in the county, and it is stated that about one thousand acres are irrigated from the waters of the Leon and Cowhouse rivers. A new railroad is in course of construction through the county, the Temple & Northwestern, which nearly parallels the line of the Cotton Belt.

HAMILTON COUNTY

Created in 1858 from portions of Comanche, Bosque and Lampasas counties, Hamilton County was organized in August of the same year. As late as 1870 there were Indian raids as far as the line of Coryell County and for a number of years the population was barely sufficient to support a county government, and the pursuits of the inhabitants were exclusively pastoral. The figures of population are a good index of the county's development. In 1860 the population was 489; in 1870, 733; in 1880, 6,365; in 1890, 9,313; in 1900, 13,520; and in 1910, 15,315. The county has never had an important negro population, and the chief foreign element is the German.

The first railway in the county was the Texas Central, which began building from Ross in McLennan County in 1879 and was constructed to Hico, in the extreme north corner of Hamilton County, in November, 1880. For a number of years that was the only railroad town in the county. About five years ago the Stephenville North & South Texas was built south from the county seat of Erath County to Hamilton, and since then the St. Louis Southwestern (the Cotton Belt) has extended from its old terminus at Gatesville through Hamilton to Comanche.

In 1882 it was estimated that not more than 5 per cent of the arable lands of the county were in cultivation. All the towns were small, Hamilton having a population of about four hundred, Hico about three hundred, and smaller settlements were Center City, Indian Gap and Carleton. The presence of five flouring mills and five sawmills at that time comprised the county's manufacturing.

The county's taxable property in 1882 was valued at \$1,283,324,

about a third of which was represented by live stock. The stock interests in 1882 were, in round numbers, 24,000 cattle, 22,000 sheep, and 11,000 horses and mules, goats and hogs. In 1903 taxable values were \$4,126,870; and in 1913, \$10,933,042.

Since the decade of the '70s Hamilton County has made steady progress in population and in the development of its natural resources. The greater part of the lands were primarily suited to stock raising, but recent years have seen a large increase in the crops of cotton, corn, wheat and oats, fruit and other interests. In 1910 the county had 2,237 farms; and in 1900, 1,872. Of the total area of 533,120 acres, about 159,000 acres were classified as "improved land" by the last census. Stock interests were: 19,513 cattle; about 11,500 horses and mules; 6,343 hogs; 12,821 sheep; 3,613 goats; and 62,891 poultry. The acreage of 1909 in cotton was 79,138; in corn, 16,906; in oats, 5,227; in hay and forage crops, 3,563; and in wheat, 1,051. About 59,000 orchard fruit trees were enumerated and 11,000 pecan trees.

The two largest towns in the county are Hamilton which maintained its position by the possession of the county seat, and which in 1910 had a population of 1,548; and Hico, which originated with the coming of the railway in 1880, and had a population of 1,437 in 1910. Other towns are Carleton, Pottsville and Fairy.

BOSQUE COUNTY

This county was created by act of February 4, 1854, from McLennan County, and was organized in August of the same year. It was named for the Bosque River which flows through the center of the county. The county's boundary on the east and north is the Brazos River. The topography of the county may be described as mountainous, with high hills, rolling prairies, undulating plains and rich valleys. Few sections of the state have greater diversity of physical features.

The settlers that during the '40s pushed their homes along the Upper Brazos about Waco were followed immediately by others who went into the country west of the Brazos and located at different points in what is now Bosque County. The Indian treaties of the early '40s and the establishment of garrisons of United States soldiers along the western frontier in 1848-49 opened up all this country for peaceable occupation, but about 1858 began the second period of Indian warfare, which continued until about 1870. The lives of a number of early Bosque County pioneers were lost during this time, and in spite of the efforts of the rangers the keeping of live stock required constant vigilance.

In spite of Indian troubles Bosque County in 1860 had a population of 2,005, largely due to the presence of the well-settled counties of Hill and McLennan behind it. Increase of population through subsequent decades has been as follows: In 1870, 4,981; in 1880, 11,217; in 1890, 14,224; in 1900, 17,390; and in 1910, 19,013. The property wealth of the county, as estimated in assessment figures for different years, has been: In 1870, \$772,536; in 1881, \$2,576,301; in 1903, \$5,167,325; in 1913, \$11,978,670.

In 1882 it was estimated that only about one-tenth of the arable lands, constituting about a third of the total area, was in cultivation.

At that time the principal crops were cotton, corn and wheat, and mention was also made of fruit and the pecan crop. There were large numbers of live stock, comprising about 33,000 sheep, 22,000 cattle, besides horses, mules and hogs.

Bosque County was placed in touch with the outside world by railroad at a comparatively early date. During the year 1880 the Texas Central Railway was completed through the county, and in 1881 the Gulf, Colorado & Santa Fe was constructed between Temple and Fort Worth. These roads intersected at Morgan, and gave that town a rapid growth. Meridian, which was established as the county seat during the '50s, is the oldest town and in 1910 had a population of 718. Other old towns on the Santa Fe Railway are Clifton, Kopperl and Valley Mills, while the oldest towns along the Texas Central besides Morgan are Fowler, Walnut Springs and Iredell.

Bosque County is one of the centers for Norwegian settlement in Texas, and at the last census had about one thousand representatives of that country. The Germans are also found in the county in smaller numbers.

Of the 624,000 acres comprising the total area of the county, while the greater part is occupied as farms, only about 222,000 are "improved land." There were, in 1910, 2,598 farms, as compared with 2,268 in 1900. The stock and agricultural interests were given the following statistics at the last census: Cattle 31,567; horses and mules, about 14,000; hogs, 7,597; sheep, 22,369; goats, 1,568; poultry, 82,707. In 1909 the crop acreage was: Cotton, 86,757; corn, 20,861; hay and forage crops, 10,362; oats, 8,596; wheat, 4,899. About 63,000 orchard fruit trees were enumerated and 26,000 pecan trees, while approximately 600 acres were devoted to the potato and other vegetable crops.

ELLIS COUNTY

The statistics of cotton production show that Ellis County ranks first in the United States among cotton-producing counties. The product for the year 1909, according to the last Federal census, was 77,141 bales. The production of 500-pound bales by the county for the years 1910 to 1912, according to statistics compiled from other official sources, was: In 1910, 106,384 bales; in 1911, 138,774 bales; and in 1912, 187,449 bales. In 1912 McLennan County produced approximately 144,000 bales as the nearest competitor to Ellis.

The county, as a whole, is a splendid agricultural section. All but 5 per cent of the total area is tillable, and the proportion of "improved land" to the total area is unusually high. The approximate area of the county is 624,000 acres, and the last census reported 539,139 acres in farms, and 446,194 acres in "improved land." Land values are unusually high, estimated at between \$75 and \$125 per acre. While cotton raising is the dominant industry, most farmers raise stock; but the tendency to diversify is becoming more marked each year. Ellis County also claims distinction as being one of the pioneer counties in the construction of good roads, and in 1913 the amount expended for permanent highways was estimated at about one hundred thousand dollars. These roads, taken in connection with abundant railway facilities and the

high average fertility of the land contributed to the great prosperity of the Ellis County farmer.

Ellis County was created by act of Legislature December 20, 1849, its territory having previously been under the jurisdiction of Navarro County. It is noteworthy that the first county seat of Navarro County was in the Chambers Creek Settlement in what is now Ellis County. The act creating the county directed that the county seat when selected should be called Waxahachie, and that proved the origin of the county's present metropolis. The county was organized in August, 1850. The first permanent settlers had come up from old Robertson County in the year 1844. One of the first points of settlement was seven miles southeast of Waxahachie at what was known as Reagor Springs, and another settlement was made in the same year in the northern part of the county near Ovilla. The Howe Settlement on Chambers Creek was probably the first in the county, and it was there that the first County Court of Navarro County was held. One of the pioneers was Gen. E. H. Terrant, whose name was subsequently given to the county of which Fort Worth is the seat, and who introduced the bill for the creation of Ellis County in 1849. In 1849 it was found difficult to secure the necessary one hundred names to the petition for the creation of a separate county, but during the following decade Ellis County received a large emigration, not only from the southern counties of the state, but also from Louisiana, Arkansas and Missouri, and likewise from the country east of the Mississippi. Before the war the most profitable industry was cattle raising, and the largest crop was wheat, little cotton being produced. The only method of transportation for many years was by wagons, and after Bryan had become the nearest railway point, it cost from \$5 to \$12 a bale to haul cotton from Ellis County. During the past thirty-five years Waxahachie has been one of the most noted cotton markets in the state.

The first railway in Ellis County was the Houston & Texas Central, which was constructed through the east half of the county in the year 1872. Waxahachie was left off the route about a dozen miles, and the City of Ennis was laid out as the principal station on the railway, and has always derived much of its importance from its position as a railway town. The citizens of the county seat in 1875 had incorporated the Waxahachie Tap Railroad for the purpose of building a line to connect with the Houston & Texas Central. Construction work was begun the same year, and after many delays the tap road was put in operation from Waxahachie to Garrett on the Texas Central in September, 1879. In 1881 the Houston & Texas Central absorbed the short road. In 1882 the line of the Santa Fe between Cleburne and Dallas was put in operation, crossing the northwest corner of Ellis County. Midlothian was the railway station for that line in Ellis County, and in 1884 Waxahachie citizens undertook to connect the county seat with the Santa Fe at Midlothian. Fort Worth cooperated in this enterprise, and in 1885 was chartered the Fort Worth & New Orleans Railroad. Work was begun at Fort Worth in September, 1885, and the line was opened to Waxahachie in May, 1886. This road soon fell into the control of the Southern Pacific interests and was used as a Fort Worth branch for the Houston & Texas Central. In 1886 a charter was issued to the Dallas

& Waco Railroad, a line which was constructed from Dallas to Waxahachie in 1889, to Milford in the southern part of Ellis County by 1890, and the property was then acquired by the Missouri, Kansas & Texas, and completed to Hillsboro in 1891. During the decade of the '90s in Texas Midland was completed from Greenville to Ennis. During the first decade of the present century the line of the International & Great Northern from Fort Worth south was built through the county, and also in 1907 the Trinity & Brazos Valley was built from Corsicana to Waxahachie, that road using the tracks of the Missouri, Kansas & Texas to Dallas. There are two interurban lines through the county, both constructed by the Southern Traction Company, one between Dallas & Corsicana and the other between Dallas and Waco.

Waxahachie, though handicapped by lack of railway facilities during the '70s, has always been the chief city of Ellis county. In 1880 its population was about 2,000, and population for subsequent decades has been: For 1890, 8,519; in 1900, 11,806; and in 1910, 14,473.



MODERN WAY OF THRESHING

Ennis owes its importance to the railway, and its first town lot was sold in June, 1872, when the Houston & Texas Central reached that point. During the next ten years it was a close rival of Waxahachie. In 1890 its population was 2,171; in 1900, 4,919; and in 1910, 5,669. The Houston & Texas established the shops of the northern division at Ennis, and that industry has been one of great value to the town. The third town in the county in population at the last census was Ferris, which was laid out in 1874 by the Houston & Texas Central Railway. For some years it was noted as an educational center. Its population in 1890 was 311; in 1900, 904; and in 1910, 1,233. The Town of Italy, whose population has grown from 370 in 1890 to 1,061 in 1900, and to 1,149 in 1910, was founded as a rural village about 1879, and its early importance was due to the excellent schools maintained in that vicinity, the Southwestern Normal College and the Hope Institute, both of which were founded in the '70s. The Missouri, Kansas & Texas Railroad was

built through in December, 1890, and that caused the moving of the business center to the land about the depot. The Town of Midlothian had its first sale of lots in May, 1883, and in 1886 became the junction point for the Santa Fe and the Waxahachie-Fort Worth division of the Houston & Texas Central. Near Midlothian was the old Hawkins Settlement and the Lebanon Church community, one of the earliest important points of settlement in the county. Midlothian had a population of 297 in 1890, of 823 in 1900, and of 868 in 1910. Milford, in the southwestern part of the county, is one of the oldest towns, and was established during the '50s with a store, church and schools. It became a station on the Missouri, Texas & Kansas Railway in December, 1890. For a number of years Milford Academy was one of the most popular private schools in this part of the state. Milford had a population in 1890 of 358; in 1900, 653; and in 1910, 766. The towns of Palmer and Garrett both originated as stations on the Houston & Texas Central railways, and the latter gained some importance as a junction point for the Waxahachie Tap Road. Two very old towns are Ovilla, which grew from a settlement made in that vicinity in 1844, and Red Oak, in the same part of the county, which began as a village about 1856. The Town of Forrester is the village that developed from the old settlement on Chambers Creek, already mentioned as the site for the holding of the first County Court of Navarro County.

Ellis County is now one of the most populous counties of the state outside of those containing the larger cities. Its population and development have come since the building of the first railways. The population of the county in 1870 was 7,514; during the following decade population increased nearly threefold, and was 21,294 in 1880; in 1890 it was 31,774; in 1900, 50,059; and in 1910, 53,629 (9,623 negroes). The only considerable element of foreigners in the county comes from Austria. In 1870 the county had taxable property valued at \$1,928,808; in 1882, \$7,211,013; in 1903, \$16,134,165; and in 1913, \$35,980,190.

The following statistics of live stock and farming development from the report of the last census: There were, in 1910, 5,081 farms, a slight decrease in number from the preceding census, though the amount of improved land had increased. The live stock interests were: Cattle, 15,803; horses and mules, about 24,000; hogs, 20,214; and poultry, 207,043. The acreage planted in cotton in 1909 was 274,666; in corn, 62,573; in hay and forage crops, 9,534; in oats, 2,061; while wheat, which before the war had been so important as a crop, had only a limited acreage. The county does not rank as high as many others in that part of Texas for the production of fruit and vegetables. In 1909 about 800 acres were planted in potatoes, sweet potatoes and vegetables, there were about 63,000 trees in orchard fruits, and about 7,000 pecan trees.

COMANCHE COUNTY

This county was created in 1856 and organized, with a local government, on March 17th of the same year. Its territory was taken from Coryell and Bosque counties, and was originally a part of the great Milam District, which was a nominal jurisdiction from the time of the

Texas revolution. Comanche was one of twenty or more counties in Central Texas that came into existence before the war, but it was on the western frontier, and was very sparsely inhabited, living conditions were primitive, industry was pastoral rather than agricultural, and for the greater part of two decades the people were able to accomplish little more than maintain their precarious foothold. The wave of immigration that settled the Upper Brazos Valley also extended to Comanche County, and in 1860 its population was officially 709. During the following decade the resources of the older counties were absorbed in the struggle of the war, while the hostilities of the Indian tribes made settled conditions impossible along the border. The real development of the county began about 1870, when its population was 1,001. By 1880 population had increased to 8,608; in the following decade, though a portion of Comanche was taken to form Mills County, population increased to 15,608 by 1890; in 1900 it was 23,009; and in 1910, 27,186.

Comanche was a border county until about 1880. In 1881 the Texas Central Railway was constructed across the northern corner of the county to a connection with the Texas & Pacific at Cisco, and that railroad did a great deal to change the county from one of purely pastoral activities to a farming section. A large portion of the county is included in a belt of woodland known as the Upper Cross Timbers, and about a fourth of the county is still classified as woodland. The decade of the '80s marked the introduction of agriculture and the breaking up of the range lands, and since then this development has progressed until Comanche is ranked among the agricultural sections of Central West Texas. At the last census there were 4,372 farms in the county, compared with 3,548 farms in 1900. Of a total area of 606,720 acres, 541,475 acres were occupied as farms, and approximately 253,000 acres were "improved lands." In 1882 the stock interests were estimated in round numbers at 31,000 cattle, 5,500 horses and mules, 9,000 sheep, and 9,000 hogs. At the last census the live stock interests were: 23,140 cattle; about 15,000 horses and mules; 10,348 hogs; about 6,000 sheep and goats; and 114,747 poultry. In 1909, 136,945 acres were planted in cotton; 29,323 acres in corn; 13,323 acres in hay and forage crops; about 800 acres were in potatoes, sweet potatoes and other vegetables, and minor crops according to acreage were oats, wheat and peanuts. The county claims importance as a center of fruit and nut production, about 195,000 orchard fruit trees being enumerated at the last census, and over 23,000 pecan trees.

In 1881 the wealth of the county, as estimated by taxable values, was \$1,377,285, more than a fourth of which was represented by live stock; in 1903, \$5,117,176; and in 1913, \$11,789,449.

During 1890-91 the line of the Fort Worth & Rio Grande Railroad was built through the county, and a few years ago a branch of the Texas Central was constructed from De Leon, the first railway town of the county, westward through Eastland County to a point in Callahan County. Comanche, the county seat, was a small town and noteworthy only as the seat of government until the coming of the railroad. The population in 1890 was 1,226; in 1900, 2,070; and in 1910, 2,756. The Town of De Leon originated as a station on the Texas Central Railway, and had a population in 1890 of 364, in 1900 of 807, and in 1910 of

1,015. Other towns are Sipe Springs, along the new branch of the Texas Central, where a small oil and gas field has been developed; Proctor, Hasse, Gustine, Lampkin, Comyn and Sidney. The old Town of Comanche was for several years an important station on the Great Continental stage coach line covering the distance of 1,700 miles from Fort Worth, then the terminus of the Texas & Pacific Railway, to Fort Yuma and there connecting with the California system of transportation. This line of coaches was operated regularly from July, 1878, through Comanche until the progress of construction on the Texas & Pacific had made this method of transportation obsolete. This old stage route was no inconsiderable factor in the development of Comanche County during the decade of the '70s. In the last two years Comanche has become the junction point for the new line of the Cotton Belt constructed from Gatesville to Comanche, its present terminus.

EASTLAND COUNTY

Created on February 1, 1858, and name in honor of William M. Eastland, who had been murdered while a prisoner in Mexico, Eastland County was one of the number of blocks of territory carved from the public domain before the war by legislative enactment, but which for many years had no population to justify a county government. The county was formally organized December 2, 1873. In 1860 the Federal census enumerated ninety-nine inhabitants of Eastland County, and in 1870 this population had decreased to eighty-eight. The few settlers that remained during the '60s comprised a sort of advance guard against the forces of barbarism that still held the entire western region of Texas. From the emigration which followed the war Eastland profited to some degree, but its real development was due to railroads, and in this connection some generalization may be noted with reference not only to Eastland, but to other counties in the same vicinity.

The decades of the '70s and '80s witnessed the real settlement of Western Texas. During the '70s the buffalo were finally hunted from the plains, and quickly following them came the great herds of domestic stock and the old-time stockmen. For a few years these latter were supreme lords of the domain of grass-covered prairies. Not far behind was another instrument of progress—the railroad—which invaded the cattlemen's country and, while cooperating with the stock industry, it also served to introduce permanent settlers. More than any other factor the railroad has made West Texas a home for people. Where the railroad has penetrated counties have been organized, towns have been built, and fences have divided the prairies from the sown fields.

In anticipation of the railway, settlement became fairly rapid in Eastland County at the middle of the '70s. A newspaper correspondent writing in January, 1876, said: "Six months ago Eastland City, the county seat, was laid out on the north prong of the Leon river. At that time it was nothing more than a wilderness. We now number about 250 people; have 25 dwelling houses; one saw and grist mill; two large retail stores; one large stone house is being built on the public square, the upper story to be used gratis for a court house. Our county has not been troubled by the red men for two years." This last reference

indicates how closely the modern era followed upon the close of Indian troubles.

By October, 1880, the construction trains of the Texas & Pacific had reached Eastland City, and Ranger, in Eastland County, had become a regular station on that road. In 1881 the Texas Central was built from the southeast to Cisco, making a junction with the Texas & Pacific. It was soon afterwards continued into Shackelford County, and these two lines comprised the only railways of Eastland County until recently a branch of the Texas Central was built across the southern edge of the county.

The settlement of the county following the railroad period is indicated by the following statistics for the ten-year periods beginning in 1860. In 1860 the population was 99; in 1870, 88; in 1880, 4,855; in 1890, 10,373; in 1900, 17,971; and in 1910, 23,421. As a railway junction point Cisco has always been the chief population and business center of the county. Its population in 1890 was 1,063; in 1900, 1,514; and in 1910, 2,410. At the last census Eastland had a population of 855; Gorman, 963; Rising Star, 640; and Carbon, 479. In 1882 the only towns outside of Eastland and Cisco were Ranger and Desdemona.

In 1881 the county had taxable values of \$1,077,682; in 1903, \$4,575,172; in 1913, \$9,816,415. The county has an area of approximately 592,000 acres, much of it rugged land and best suited to grazing purposes. In 1882 it was estimated that only about 10,000 acres were in cultivation, and the stock industry, according to assessment returns, was at that time not so important as in other counties in the same general locality. In 1910 about 420,000 acres were included in farms, and the amount of "improved land" was approximately 174,000 acres. There were 2,981 farms in 1910 as compared with 2,510 in 1900. The stock interests were: 15,898 cattle; about 9,700 horses and mules; 8,349 hogs; 2,650 goats; and 81,129 poultry. The acreage in the principal crops in 1909 was: Cotton, 87,441; corn, 15,525; kafir corn and milo maize, 1,791; peanuts, 1,082; hay and forage crop, 8,823; while about 179,000 trees were enumerated in orchard fruits, and about 15,000 pecan trees.

Concerning agricultural and general development of resources, a writer in the Texas Almanac for 1914 said: "An increased acreage of peanuts and other feed crops has increased the number of live stock on farms and large numbers of cattle and hogs are marketed in a finished condition every season. Live stock raising on ranches continues as an important industry, but greatly improved as compared with old conditions in both class of animals and in methods of handling. In all sections there is progress in agricultural and horticultural lines. The small-grain crop is generally good. Cotton is grown on nearly every farm and the feedstuffs adapted to this section yield a heavy acre tonnage. Silos are being introduced and the practice of selling the feed crops on the hoof is becoming more general. Most farmers grow their own fruit, local markets are also supplied and small express shipments are made in season. Apples, pears, peaches, plums and grapes are well adapted to climatic and soil conditions. Coal is mined several miles north of Cisco and deposits of this mineral exist in several other sections."

COMAL COUNTY

Comal County, with New Braunfels as the county seat, was the center for the German colonization movement of the '40s. To the German people who came to Texas in the early years of that decade are due the founding and much of the subsequent growth and development of such splendid towns as New Braunfels, Fredericksburg, Kerrville, and for a long time the German population of San Antonio was, outside of the Mexicans, the largest national group and the most effective and substantial in citizenship and industry.

As these sketches indicate, the German people from early times to the present have been particularly prominent in the social and economic development of many of the South Texas counties, particularly from the Colorado River west to San Antonio and vicinity. The traveler Olmsted estimated that the number of Germans in Texas in 1857 was about thirty-five thousand, of whom about twenty-five thousand were settled in the German and half-German counties of Western Texas. He said: "In Comal, Gillespie and Medina counties nearly all the inhabitants are Germans. In Victoria and Colorado counties they constitute about three-fourths of the population; in Calhoun, Bastrop and Bexar (excluding San Antonio) about one-half; in Fayette, Caldwell, Travis and San Antonio City about one-third, and in Hays about one-fourth."

The general wave of German immigration in America started about 1848, at the climax of the revolutionary troubles of that date. A large share of German colonization in Texas was a feature of the same general movement, but the current of settlement was first directed to Texas by influences somewhat distinct from those which operated at the close of the '40s. About 1842 an association of German counts and other noblemen was organized for the purpose of directing systematic immigration of German people to Texas and this society soon became known as the "Mainzer Adelsverein." Prince Carl Solms-Braunfels was general agent for this association, and in 1844 came to Texas to select the lands and prepare the way for the arrival of the first colony of immigrants. The first ship arrived late in 1844, landing at Matagorda Bay. From there they traveled inland to the place selected for them by Prince Solms on the Comal River. There they went to work laying out lots, gardens and fields for a new city, to which the leader gave the name New Braunfels, after his own home. On the hill overlooking the city Prince Solms had a large blockhouse erected, to which he gave the name "Sophienburg." For protection the colonists built a sort of palisade fort which they called "Zinkenburg." Hardly a hint has been made of the many difficulties surrounding this enterprise, and it would be impracticable to go into details concerning the misfortunes and hardships endured by the early German colonists in Comal and in other sections of South Texas. The nucleus of the colony in Comal County and of others survived, and later was reinforced by the increased immigration of the '50s, and no one class of people showed more substantial evidence of prosperity in Texas before the war than these German colonists in Comal and adjacent counties.

Comal County was created March 24, 1846, from Bexar and Travis counties, about a year after the founding of the German colony above

mentioned. The total population of the county in 1850 was 1,773 (111 negroes). New Braunfels was credited with a population of 1,298 and Comaltown 286, so that practically all the inhabitants resided in those two communities. The Texas Almanac for 1859 states that besides the raising of live stock the chief agriculture consisted of the three crops of corn, cotton and wheat. At that time New Braunfels had become a manufacturing center, having four grist and three sawmills and a sash and blind factory. A new courthouse of white limestone had just been completed, and the New Braunfels Academy was a school of more than ordinary merit.

New Braunfels has always retained its characteristics as a German town, especially one in which the best type of German culture has been expressed. Outside of the county seat little more than half the total population of the county are located, and no other towns have developed to importance. New Braunfels had a population in 1890 of 1,608; in 1900, of 2,097; and in 1910, 3,165. The population of the entire county in 1870 was 5,283; in 1880, 5,546 (75 per cent German); in 1890, 6,398; in 1900, 7,008 (259 negroes); and in 1910, 8,434. At the last census there were 666 inhabitants of German birth, and 1,508 whose parentage was German on both sides. This would indicate a continued immigration of German people, though the descendants of the original colonists would be classified as Americans, since the majority of them are in the third generation from the Fatherland. Outside of the German stock the largest element is the Mexicans.

For many years New Braunfels was on the line of stage coaches and freight traffic between Austin and San Antonio, and the first railroad was built from Austin to San Antonio during the late '70s. About twenty years later the Missouri, Kansas & Texas Railroad was built almost parallel to the International & Great Northern, and both lines pass through the eastern and southern edge of the county, leaving most of its territory isolated from railways. Outside of Braunfels are two railroad towns, Bracken and Hunter, and among other old settlements that have had a name for forty years or more are Sattler's, Smithson's Valley and Spring Branch.

A source of beauty and wealth is the Comal and Guadalupe rivers. The Comal River originates in springs at what was the old Comal Town, one mile above New Braunfels, and now known as Lander's Park. This water power is used in New Braunfels for the operation of two flour mills, an oil mill and an electric light and ice plant. Along the valleys are located the chief agricultural lands, and it is said that about two thousand five hundred acres are cultivated by irrigation.

The county has less than the average area, its total being 357,760 acres. At the last census there were 899 farms in the county, as compared with 747 in 1900. While the greater part of the land is occupied for farming purposes, only about 47,000 acres are classified as "improved land." In 1909 the chief crops were cotton, with 20,549 acres; corn, with 14,490 acres; oats, with 1,654 acres; wheat and hay occupying still smaller acreage, while considerable attention is given to the cultivation of fruit, the census reporting 22,000 trees in orchard fruits. The live stock interests in 1910 were: Cattle, 21,896; horses and mules, about 6,000; sheep, 4,801; goats, 5,449; and poultry, 44,570.

The wealth of the county in 1870 as by assessed values was \$1,270,100; in 1882, \$1,528,440; in 1903, \$2,770,451; and in 1913, \$6,945,198.

GUADALUPE COUNTY

In the general characteristics of its topography and climate, its population and productive resources, Guadalupe is little distinguished from other counties in the same general group. The picturesque Guadalupe River is the principal water course, and furnishes power at Seguin and other points for local industries, chiefly flour mills. Of natural resources the deposits of brick clay have been chiefly developed, and there is a plant at Seguin for the making of vitrified and face brick. During all the early years of settlement the chief industry of the inhabitants was grazing cattle, horses and sheep over the open range, but it is now said that practically all the large pastures have been fenced in and subdivided into farms. Much attention has been given in late years to the production of fruit, melons and other truck crops. The county has also participated in the good roads movement, and claims about fifty miles of permanent highways.

Guadalupe County was formed March 30, 1846, from Gonzales and Bexar counties. Most of its lands were covered by DeWitt's empresario grant of 1825, and some of his colonists were among the first American settlers. The first permanent American settler was John Sowell, of Tennessee, who located at the mouth of Sowell's Creek, in 1829, and his family located on the site of Seguin in 1831, the town being on the Sowell League.

An important element of population from early times has been the Mexicans, and the county also attracted a number of the early German colonists in Southwest Texas. In 1857 it was estimated that 1,500 of that nationality were residents of the county. The Germans, as a rule, were small farmers and mechanics, and held few slaves. Hence, the white population before the war was about equally divided between the thrifty and industrious Germans and the American planters and stock raisers who used slave labor. Stock raising was altogether the most profitable occupation, while cotton was an important crop before the war, and in 1858 the acreage devoted to that plant was estimated at about nine thousand acres.

Besides its share in the general progress of this country since the war, the county received special benefit by its location along the pioneer railway in West Texas. The main line of the Southern Pacific from Houston to San Antonio was constructed centrally through Guadalupe County in 1876-77. That is the only railway in the county, though other lines are built close to the county boundaries on different sides.

The total population of the county in 1850 was 1,511; in 1870, 7,282; in 1880, 12,202 (3,455 negroes); in 1890, 15,217; in 1900, 21,385 (5,187 negroes), and in 1910, 24,913. At the last census the two chief foreign elements in the population were the Germans and Mexicans. Of the Germans, there were 2,872 inhabitants of German parentage on both sides, and 1,257 native Germans.

Guadalupe County has increased in economic wealth rather more rapidly than the average Texan county during the last twenty years.

This has been due to a general development of agriculture and industries, rather than to any special line of productive endeavor. Stock raising for a number of years has been an adjunct of farming more than a special pursuit. An industrial summary of 1909, indicating over thirty gins, a compress and oil mill, brick plant, creamery, sawmill and flour mill was a fair reflection of the county's productive enterprise. In 1870 taxable values in the county were \$1,768,111; in 1882, \$3,025,044; in 1903, \$5,700,599, and in 1913, \$14,119,587.

Of a total area of 449,920 acres, the last census showed 377,107 acres occupied as farms, and a little over 201,000 acres in "improved land." At that time there were 3,171 farms, about three hundred more than in the preceding decade. The live stock and agricultural interests of the county were represented in the following statistics: Cattle, 21,902; horses and mules, about 14,700; hogs, 12,376; poultry, 124,537. In 1909, 100,267 acres were planted in cotton; 48,824 acres in corn; 5,668 acres in hay and forage crops; a considerable acreage in oats and peanuts, and about 1,300 in potatoes, sweet potatoes and other vegetables. About 37,000 trees were enumerated in the orchard fruits, and about 15,000 pecan trees.

HAYS COUNTY

This county was formed from Travis County March 1, 1848, and was organized in August of the same year. Subsequently a portion of its territory was detached to make the county of Blanco. Though the time of its organization places it among the older counties of the state, its position was really on the extreme frontier, and no doubt its organized existence long depended upon its proximity to the capital city of Austin and also to the travel and trade which passed through the county between Austin and San Antonio. Topographically the county in its northern half is exceedingly rugged, almost mountainous, while the eastern and southern portions are prairie lands, dotted with groves of timber. The topographic feature is the San Marcos River, a stream noted for its beauty and springing direct from the face of a rock hill about a mile above the City of San Marcos. Its original volume is estimated at about four hundred thousand gallons per hour, and such a water course has naturally been valued not only for its beauty, but for its power and its capabilities for irrigation. Thirty years ago the San Marcos furnished power for five or six mills and a number of cotton gins within the short distance of three miles. This water has been impounded by the construction of a large dam in recent years, and a large lake is created to supply the city of San Marcos with water and also furnish power for its industries.

Hays County has been more of a stock country than an agricultural district. While the majority of the surface is regarded as arable land, the amount in cultivation is still probably less than twenty-five per cent. The last census reported approximately 92,000 acres in "improved land," out of a total area of 398,720 acres. At that time there were 1,561 farms in the county. In 1909 the crop acreage was: Cotton, 53,775; corn, 17,157; hay and forage crop, 4,345; oats, 906. Live stock interests were: Cattle, 14,835; horses and mules, about 8,600; hogs, 5,025; sheep, 4,973;

goats, 4,314, and poultry, 40,662. About 41,000 trees were enumerated in orchard fruits. Hays County has constructed about one hundred miles of improved highways at a cost of \$90,000.

In 1850 the white population was 259, with 128 negroes, that being two years after the county was organized. In 1858 the total population was estimated at about 2,000. In 1870 population was 4,088; in 1880, 7,555 (1,475 negroes); in 1890, 11,352; in 1900, 14,142, and in 1910, 15,518. In 1857, San Marcos, the county seat, was described by Olmsted as a town of about three shabby houses. Most of the settlements were south of San Marcos, where the road to San Antonio "approached closely the hill range, which is made up of spurs coming down from the mountains north. They are well wooded with cedar and live-oak. With such a shelter from the northers and such a soil, it is no wonder that the settlers are numerous. We passed a house perhaps every mile beyond San Marcos, and, in general, they were of a better character than we had seen anywhere before, unless in the neighborhood of Bastrop or Austin." San Marcos, in 1860, was said to have a population of about three hundred, but was still without courthouse and public buildings except churches.

One important impetus to settlement and development was the construction of the first railroad, the International & Great Northern between Austin and San Antonio, finished about 1880. Some years later the Taylor, Bastrop & Houston, now the Missouri, Kansas & Texas, was extended to San Marcos and thence to San Antonio. With railroad transportation and its situation on the San Marcos River, the town became an important center for manufacturing and general trade, and has long been one of the important educational centers of the state. The Coronal Institute was established at San Marcos about 1870, and the Southwest Texas State Normal was built and opened in 1903. The population of the county seat in 1890 was 2,335; in 1900, 2,292, and in 1910, 4,071. The second town in the county is Kyle, which was also one of the first stations along the International and Great Northern, and had a population at the last census of 742. Buda and Dripping Springs are other important towns.

The taxable values of the county in 1870 aggregated \$815,705; in 1882, \$2,086,210; in 1903, \$3,870,185, and in 1913, \$10,269,670.

TRAVIS COUNTY

Travis County, of which Austin is the county seat, ranks somewhat above the general average of agricultural development in the south central section of the state, but stands decidedly below such real agricultural sections as Bell or McLennan counties. Topographically its features are akin both to the lands of the San Antonio District and also to those in the vicinity of Waco, and, except in the areas closely tributary to the chief cities or the railroads, development has been chiefly along stock farming lines rather than agriculture pure and simple. Travis County has a total area of 642,560 acres, the last census indicated 503,276 acres included in farms, with approximately 234,000 acres in "improved land." The number of farms enumerated was 3,568. The Colorado River flows through the county with many meanders, from west to east,

and its valley contains many thousand acres of exceedingly fertile soil, though subject to the storm periods of the river. From the following statistics taken from the report of the last census comparison can be made between this and other counties in the same section of the state. The number of cattle in the county was enumerated at 27,480; horses and mules, about 17,300; hogs, 14,586; sheep, 8,284; goats, 2,242, and poultry, 118,005. In 1909 the acreage planted in cotton was 139,571; in corn, 42,369; in hay and forage crop, 13,820; in oats, 1,945, and in potatoes, sweet potatoes and other vegetables, about 1,050. There were 54,000 trees in orchard fruits, and about 20,000 pecan trees. The waters of the Colorado River are used to irrigate about 1,500 acres of land, and a considerable amount of capital is invested in irrigation plants.

Travis County was on a portion of the Texas early frontier which normally would not have been settled until the decade of the '50s. But in 1839 the state capital was located at Austin, and on January 25, 1840, the Texas Congress passed an act creating Travis County from Bastrop County. For nearly fifteen years the state capital stood on almost the extreme verge of northern and western settlements in the state. In 1856, with the exception of the German settlement in Gillespie County and a small population in Burnet County, the region west and north of Travis County was an unoccupied wilderness. From its original territory Travis County has furnished portions of a number of other Central Texas counties.

The progress of Travis County before the war was described by a writer in the Texas Almanac with some particulars that probably had a wider application than to this immediate locality. The writer spoke of the first settlement being made in the county in 1836. "1838 and 1839 were good crop years; 1840, 1841 and 1842 were dry and crops sorry. From the close of 1842 to the close of 1854 the seasons were good and the crops fine. * * * The drouth since 1854 has been very severe in this section of the country." In 1857 not enough grain was raised to supply the population, and breadstuffs had to be imported. That meant much greater hardships to the settlers at that time than under modern conditions. Outside of Austin the principal settlements in 1859 were Webberville, Merriltown and Parsons Seminary. Webberville had a population of about two hundred, two churches, two schools, five stores, a hotel and debating society. Merriltown, on the Waco Road, twelve miles north of Austin, had a church, school, hotel and debating society. Parsons Seminary was twelve miles east of Austin and was noted for its female school.

Up to thirty years ago not more than a fifth of the farming land of the county was under cultivation and stock raising was the absorbing industry. The tax rolls in 1882 showed in round numbers 37,000 cattle, 13,000 horses and mules, and about 30,000 head of sheep and other live stock. As statistics already given indicate, farming is more general and diversified than formerly, when corn and cotton were almost the only crops.

For over thirty years after the organization of Travis County the only means of reaching the capital was by stage over the various roads that centered here. The first railroad was the Austin branch of the Houston & Texas Central, completed from Brenham to Austin in 1872.

In 1876 the main line of the International & Great Northern was built from the north, and in a few years was extended to San Antonio. Construction on the Austin & Northwestern was begun in 1882, and some years later the Missouri, Kansas & Texas constructed a branch to Austin. Outside of the capital city the chief towns of the county are Manor, Webberville, Littig, Manchaca, and Oak Hill.

In 1850, when Travis County's limits enclosed a much greater area than at present, the white population of the county was 2,336, besides 791 negroes. The population of Austin City would have included all but a small fraction of this total. The total population at succeeding decennial periods has been: In 1860, 8,080; in 1870, 13,153; in 1880, 27,028 (8,599 negroes); in 1890, 26,322; in 1900, 47,386 (13,299 negroes), and in 1910, 55,620.

During the years before the war an important Swedish immigration took place in Texas, and most of the colonists located in Travis and Williamson counties. The descendants of those old Swedish families and many recent comers from the same stock have comprised a very progressive element in the population. Numerically, the largest single element among the foreign nationalities was supplied by Mexico, with the Germans next, there being about three thousand two hundred either natives or of German parentage, while those of Swedish nativity or Swedish parents numbered about two thousand three hundred.

In 1870 the value of taxable property in Travis County was \$5,537,619; in 1882, \$9,435,859; in 1903, \$15,755,690, and in 1913, \$38,644,950.

Austin belongs in the second division cities of Texas, among the four that have a population of more than 25,000 and less than 50,000, according to the census of 1910. Austin stands in the seventh place among Texas cities in population, and ranks below El Paso and Galveston in the second division. Its population in 1910 was 29,860, which is considerably more than one-half of the total population of Travis County, and as already mentioned, during the years before the war Austin contained all but an almost negligible portion of the county's population.

The first settlement was made in Travis County in 1836 and was called Waterloo. This was the place selected by the Texas Commissioners for the capital in 1839. The permanent location for the capital of the Republic had become an acute issue in 1838, and, in January 1839, a commission was created to select sites for the seat of government. The capital up to that time had been at Houston. The commissioners made a report in 1839 and the sites of Bastrop and Waterloo were the only ones considered in the final vote of the commissioners, Waterloo being chosen. The site contained 7,735 acres, and was purchased for the sum of about twenty-one thousand dollars. The settlement at Waterloo had been begun only a few months before, on the edge of the frontier between the white settlements and the Indian domain, so that the transfer of this tract of wild land to the Government at a price of nearly three dollars an acre was a not unprofitable transaction for the original owners. However, the natural advantages of the situation have always commended the wisdom of those who selected the permanent seat of Texas Government. As soon as the location was made the capital's name was changed from Waterloo to Austin. The Government agent, with his

workmen, left Houston in May, 1839, to lay out the city and construct houses for the reception of the Government. The first sale of lots was held in August, and the work proceeded with such energy that the capitol was ready for the reception of the Government by the following October. The President took up his residence in Austin in October, 1839, and all subsequent efforts to reopen the capital location question proved ineffective, though Austin was practically abandoned by the Government from 1842 until the close of the Republic, since the Congress met at Houston and at Old Washington, though without the archives, but Austin has been the permanent seat of all branches of government since the beginning of statehood.

In Bonnell's Topography of Texas, published in Austin in 1840, is this description of the town and government buildings: "The public buildings are not elegant, but very comfortable and appropriate for a new government. Among them the President's house stands conspicuous. It is situated on a hill and has a very commanding prospect. * * * The temporary capitol is situated upon another hill, about 300 yards from the President's house. It is a large one-story frame building, very commodious, and will answer all the purposes for which it was intended. * * * A large three-story brick hotel has been commenced and is to be completed by the fall of 1840. The buildings are generally of a much better description than are usually built in new countries, and the improvement of the city has progressed with a rapidity heretofore unknown, even in this country. It contains about 400 houses and 1,200 inhabitants. A Presbyterian church has been commenced, and I understand the Methodists have one under contract. The city contains two newspapers."

This view was largely colored by the promise of the future. The population of the Capital City at the census of 1850 was only 629. The frontier position was not favorable to rapid growth, and as late as 1845 the capitol building was surrounded by a stockade fort for protection against the Indians, whose raids into this vicinity were not infrequent. Olmsted, in his journey through Texas, writing about 1857, said of Austin, with a somewhat unpleasant irony: "It reminds one somewhat of Washington; Washington, *en petit*, seen through a reversed glass. The capitol—a really imposing building of soft cream limestone, nearly completed at the time of our visit and already occupied—stands prominent upon a hill." There was one little church, another of stone in process of construction, and the governor's mansion was yet to be built. "There is a remarkable number of drinking and gambling shops, but not one bookstore."

The modern City of Austin began building after the railroads came and with the close of the reconstruction period. The present capitol building was commenced in 1882, was constructed from the granite supplied by the quarries in Burnet County, and was paid for by the proceeds from a sale of public lands in the northwest part of the state. The capitol has always remained a great object of pride and satisfaction to Texas citizens. The first building of the State University was completed in 1883. The city began using gas light for streets and homes about 1880, and a waterworks and efficient fire protection were established about the same time. In 1880 Austin's population was 10,960; in 1890, 14,575; in 1900, 22,258, and in 1910, 29,860.

Austin has always retained the essential character of a capital city—the seat of institutions rather than of business and industry. The commercial interests make an imposing aggregate, and the Austin Chamber of Commerce claims over three hundred and fifty commercial houses, including some of the leading business institutions of the state, with a wholesale as well as retail trade, and a large volume of manufacturing interests. The last Federal census gave Austin a larger number of manufacturing establishments than any of the other second division cities, but in amount of capital and value of products the rank of Austin was below that of El Paso, Galveston or Waco. The Colorado River flows through Austin, and this opportunity for water power development was accepted to the extent of the establishment of a lumber and grist mill before the war, but, up to thirty years ago, little use was made of this natural resource. There was finally undertaken the construction of a dam across the river at Austin, and its construction resulted in a fine lake, much used as a recreation advantage, but the expectation that a large amount of water power would be developed for factories was disappointed. The dam was destroyed in 1900, and after a number of years of delay a new structure is now in progress, and its early completion is looked forward to as a most important asset to the city. The dam, when finished, will be 1,200 feet long and 65 feet high, and the waters will back up behind it for a distance of thirty-two miles. It will also generate an immense amount of power to be used for manufacturing, lighting and transportation service.

Austin has long been noted for its churches and schools. The prominent features of the city today are the Government offices and institutions, the university and public and denominational schools, the churches and the many comfortable and often elegant homes. The city claims thirty-five educational institutions and about seventy-five churches.

As to its municipal features, Austin is now governed by a commission form of government. It has over twenty miles of street railway, about eight miles of paved streets, and a thorough system of sewerage. There is also an area of about forty acres divided among seven city parks, while the State Capitol grounds increase the area open to the public. The city has assessed valuations of over \$22,000,000 in 1913, which is considerably more than half of the total valuation of Travis County. Like other Texas cities, Austin has in recent years undertaken many improvements in the business section, and has several fine examples of the modern office structures.

WILLIAMSON COUNTY

Williamson County lies in the southwest corner of the greatest agricultural section of Texas. Adjoining it on the west is Burnet County, with its rugged topography and mineral wealth, while on the north is Bell County, admittedly one of the foremost agricultural counties of the state. Its cotton crop at different times has given Williamson rank of the second in the United States in the production of that staple. It has not the population nor is so large a proportion of its lands improved as is true of such counties as Ellis and McLennan. The surface of the county is about equally divided between rolling prairie and hilly lands,

and the chief water course is the San Gabriel River, the waters of which have been utilized to a limited extent for irrigation.

Williamson County was formed March 13, 1848, from original Milam County, and was organized in August of the same year. It was named for Robert M. Williamson. Commissioners were appointed to select sites to be voted on for the county seat. Among the pioneer settlers was Col. George W. Glasscock, who donated a portion of his homestead for the original townsite of Georgetown, which was named in his honor. In 1850 he had built the first saw and grist mill on the San Gabriel River in Williamson County. Georgetown was laid out in 1848 and as the county seat was long the only town. In 1858 it was a place of about two hundred inhabitants, with a stone courthouse, churches of the Methodist, Christian, Baptist and Presbyterian denominations, and a male and female school.

For many years Williamson County was close to the frontier, but after its permanent organization its proximity to the state capital at Austin and its location on one of the great traveled thoroughfares leading between Austin and the northern counties enabled it to maintain its level of prosperity and population. Stock raising was gradually modified from the sole industry of the inhabitants, and the growing of corn and cotton became profitable. By 1870 the total acreage in cultivation was estimated at about twenty-five thousand, and in this, as in other lines, the most noteworthy progress has been made during the past forty years. Until the decade of the '70s the transportation of goods was overland, at first to the coast cities, later to the railroad at Hempstead, then to Brenham, and finally in 1872 to Austin. Outside of Georgetown the only towns in the county in 1870 were Round Rock (now known as Old Round Rock), Circleville, Florence and Bagdad.

The first railroad was the International & Great Northern, built in 1875-76. In 1878 what was called the Georgetown Railroad was constructed to connect this road with the county seat, and was subsequently acquired by the International. The second important trunk line was the Missouri, Kansas & Texas from Fort Worth. It was built under the name Taylor, Bastrop & Houston Railroad and was opened by 1884 between Fort Worth and Taylor, with a branch to Belton. About 1883 the line of the Austin & Northwestern was built through the southwest side of Williamson County to the marble and granite quarries of Burnet County. Since then the Missouri, Kansas & Texas has built a short line reaching Georgetown, and the Bartlett-Western has been constructed along the north edge of the county during the present decade.

The railroads brought a rapid increase of population and wealth, and beginning with the '70s Williamson County was able to produce and send to market other crops than live stock. In 1850, two years after organization, the white population of the county was 1,510, with 155 negroes. Population at successive decades has been: In 1860, 4,529; in 1870, 6,368; in 1880, 15,155 (1,631 negroes); in 1890, 25,909; in 1900, 38,072 (4,332 negroes); and in 1910, 42,228. In no small degree the development of the resources of the county has been advanced by the presence of several thrifty elements of population. Earliest among these were the Swedes, who began settling in Travis and Williamson counties during the decade of the '50s. The Bohemians from Austria

are another prominent foreign stock, and the Germans are also numerous. At the last census there were approximately 3,200 citizens either natives or children of natives of Austria; about 2,700 of German stock; and about 1,800 of Swedish birth or parentage.

In 1870 the county had taxable property to the value of \$1,839,900; in 1882, \$4,849,577; in 1903, \$14,110,550; and in 1913, \$32,344,520. Williamson is much larger than the average Texas county in area, its total surface being approximately 722,560 acres. Of this amount the last census estimated 661,646 acres included in farms, and about 363,000 acres in "improved land." There were, in 1910, 4,482 farms in the county, as compared with 4,403 in 1900. Stock raising and agriculture go hand in hand, and live stock numbers and values are higher in Williamson than in many counties where the chief industry is stock raising. The last census gave the following figures: Cattle, 32,434; horses and mules, about 23,000; hogs, 21,238; sheep, 15,599; goats, 6,206; poultry, 202,878. The acreage in the chief crops in 1909 was: Cotton, 219,546 acres; corn, 62,191 acres; hay and forage crops, 9,803 acres; oats, 5,236 acres; wheat was a small crop, and about 1,000 acres were devoted to potatoes, sweet potatoes and vegetables. Fruit growing is important, as indicated by the enumeration of about 62,000 trees in orchard fruits, and about 23,000 pecan trees.

The building of the railroads and the inauguration of the era of improvement of the '70s effected many changes in population centers and town and city communities. In 1870 the postoffices of the county were Bagdad, Circleville, Florence, Georgetown, Liberty Hills, Pond Springs, and Old Round Rock. Up to that time Georgetown had always maintained its prestige, both as the county seat and the center for business and institutions. In 1884, when the Missouri, Kansas & Texas crossed the line of the International & Great Northern at Taylor, that town began to grow rapidly. For a number of years it has been the chief city of the county, and is one of the important interior cotton markets of the state. A number of other towns have developed along the different railways. In 1890 the chief places in order of population were Georgetown, Taylor, Round Rock, Liberty Hill, Leander, Bartlett, Florence, Granger and Hutto. In 1900 Taylor was the largest city, with Georgetown second, followed by Round Rock, Bartlett, Granger, Hutto, and several smaller villages. The population of Georgetown in 1890 was 2,447; in 1900, 2,790; and in 1910, 3,096. In 1890 Taylor had a population of 2,584; in 1900, 4,211; and in 1910, 5,314.

Williamson County has long been noted for its schools. Round Rock has long been the seat of one of the smaller Texas colleges, while Georgetown claims special distinction as an educational center. The Southwestern University has for forty years been one of the notable schools of Texas—its special claim to greatness resting upon the character of its alumni, many of whom, leaders in politics, business and other activities, reflect honor upon their alma mater. The university was provided for by the Methodist Conference of Texas in 1870, and the seat of the institution was located at Georgetown in 1873, in response to an offer of buildings and land valued at \$63,000 by that town. In 1875 the charter privileges of the older school—Rutersville College, Wesleyan College at San Augustine, Soule University at Chappell Hill,

and McKenzie College at Clarksville—were concentrated in Southwestern University.

BURNET COUNTY

This county, though joining Williamson and Bell counties on the east, has a quite distinct classification from those agricultural districts. It has been estimated that about a third of the county is arable, though a much larger proportion of the land is adaptable to grazing. While in Williamson County nearly half the land has been brought under cultivation, in Burnet County there is less than a sixth that could be so classified. A state report on the resources of Texas for 1883 described Burnet County as follows: "The great features of the county are its limestone of a superior quality, its gray and red granite—the latter believed to be identical with the Scotch granite—varying in tint from pure white to jet black, many of the shades being very rare and beautiful. The Colorado River, at what is known as Marble Falls, makes an abrupt descent of about twenty-five feet over a solid bed of marble. Here is a water power which, for volume and facility of utilizing it, is believed to be without a superior in the state." Two miles south of Marble Falls is Granite Mountain, a mighty boulder of beautiful red granite, elevated from seventy-five to one hundred feet, and covering a space of over a hundred acres. This mountain of granite furnished material for the construction of the splendid state capitol at Austin during the '80s, and vast quantities of the same material has since gone into the construction of the Galveston sea wall and the Galveston jetties and for many minor constructions, and yet the original deposits have been little diminished.

Burnet County, which was named for the first president of the Texas Republic, was created by act of February 5, 1852, from portions of Travis, Williamson and Bell counties, and was organized August 7, 1854. The original act directed that the county seat should be located on the Hamilton League, and should be called Hamilton on condition that a certain acreage should be donated for county purposes. However, the name Burnet was adopted for a county seat. The county had a rapid increase of population during the '70s and '80s, and for several decades has maintained about the same level in population, though accompanied by important changes in economic activities and increase of material wealth. The population of Burnet County at different decades has been: In 1860, 2,487; in 1870, 3,688; in 1880, 6,855; in 1890, 10,747; in 1900, 10,528; and in 1910, 10,755. In 1870 the value of taxable property was \$467,580; in 1882, \$2,153,238, of which nearly a third was represented by live stock; in 1903, \$4,124,480; and in 1913, \$8,102,807.

About 1882 the Austin & Northwestern Railway was constructed through Burnet, and a branch was soon extended to Granite Mountain and to Marble Falls, and that railway carried the granite used in the construction of the state capitol. In later years a branch of the road, after it became the property of the Houston & Texas Central, was extended north to Lampasas, and another branch to Llano.

Outside of its granite, the many and valuable mineral resources of

Burnet County have not yet been adequately developed. There are deposits of silver, iron, and various other minerals in the county. The report on the state's resources, published in 1883 and already quoted, mentioned a few other facts worth quoting: "Five flouring mills have small capacity, sixteen cotton gins and grist mills combined are the only manufacturing establishments in operation, but the excellent water power, the newly acquired railway connections with good markets, and the abundance of raw material within easy reach give assurance of the speedy advent of cotton and woolen mills on a large scale. But the working of marble will probably become a permanent industry at an early date. The Town of Burnet has a large and increasing trade; South Gabriel is a station on the railway; and Double Horn, on the Colorado; Strickling, Stinnettville, Linn and Mabry are small villages, each having a store, church and schoolhouse." Burnet, the county seat, at the last census had a population of 981, while the other important towns at present are Marble Falls, Bertram and Lake Victor. The live stock and agricultural conditions are summarized from the report of the last census. There were, in 1910, 1,582 farms in the county, compared with 1,416 in 1900. Of the total area of 623,360 acres, 578,641 acres were included in farms, but only about 97,000 acres in "improved land." There were 29,084 cattle; about 10,000 horses and mules; 8,391 hogs; 80,800 sheep, which for many years has been the leading element in the stock industry in the county; 5,857 goats; and 55,803 poultry. The acreage in cotton in 1909 was 39,886; in corn, 19,576; in oats, 3,232; in hay and forage crops, 3,828. Wheat and kafir corn were also minor crops. The county has a rank as a fruit center, about 66,000 trees being enumerated in orchard fruits, and about 25,000 pecan trees.

BLANCO COUNTY

This county is in the mountainous district of Central Texas, with Travis County as part of its eastern boundary, and thus in proximity to the capital of the state, and yet at this time there is no railroad in many miles of the county's limits and its population has been almost stationary for about thirty years.

The adjoining counties of Burnet, Hays, Gillespie and Comal contributed portions of their territory for the formation of Blanco County, and the county government was organized April 12, 1858, soon after the act provided for its creation. A few years previously the German settlement had advanced into territory now comprising the counties of Gillespie, Kerr, Kendall, and parts of Blanco, and for many years the Germans were the most influential element of population. The population of Blanco County at successive decades has been: In 1870, 1,187; in 1880, 3,583; in 1890, 4,649; in 1900, 4,703; and in 1910, 4,311. In 1870 the values of taxable property in the county were \$213,499; in 1881, \$816,378; in 1903, \$1,786,105; and in 1913, \$3,113,944. There is evidence of substantial development and increase of prosperity, while population has remained without important increase, and actual decrease was indicated between the last two censuses.

The rugged topography of the county has restricted farming to the narrow limits of the valleys, and has made stock raising, especially

sheep and goats, the most profitable occupation of the inhabitants. In 1882 the county had, in round numbers, about 19,000 cattle, 86,000 sheep, and 10,000 other classes of live stock. At that time the manufacturing interests were represented by three flouring mills, six corn mills, and seven cotton gins. Blanco, the old county seat, was represented as having a population of 300, while the other important town was Round Mountain in the northern part of the county, with a population of 150. Some years later a more central location was chosen for the county seat, and given the name Johnson City.

The statistics from the last census showed 753 farms in Blanco County. Of a total area of 480,000 acres, much the greater part was included in farms, but only about 37,000 acres were "improved land." The live stock interests were: Cattle, 22,054; horses and mules, about 5,500; sheep, 41,242; and goats, 7,838. In 1909, 15,949 acres were planted in cotton, 4,865 acres in corn, while oats and wheat were other crops. About 22,000 trees were enumerated in orchard fruits, and about 5,000 pecan trees.

WICHITA COUNTY

Wichita County has come into special fame in recent years as one of the chief centers of oil and gas production. The gas field at Petrolia in Clay County had been opened in 1907. In June, 1911, the bringing in of a 1,000-barrel well at Electra in the western part of Wichita County inaugurated the development of a field which at the beginning of 1913 had over three hundred producing wells, and is now regarded as the chief center of oil production in the state. During 1911 the production of the Electra field was nearly nine hundred thousand barrels. In July, 1912, at the north side of the county and three miles from the town of Burk Burnett, near the Red River, another successful well was brought in. The development of these fields has brought a wealth to Wichita County which excels that of other productive industries, but so recent as to furnish no reliable statistics to measure their results. Gas and oil have contributed to the making of Wichita Falls, already a flourishing railroad and commercial center, one of the most attractive cities for manufacturing enterprise in North Texas.

Wichita County was created in 1858, but was not permanently organized until June, 1882. Practically all of its history has been written within the last thirty years. The Red River is its northern boundary, and like other counties adjoining its position was too exposed with reference to the Indian Territory to allow settlement and substantial industry until the beginning of the '80s. At the census of 1880 the population was only 433, and the stock raisers who inhabited the county attempted a minimum of agriculture. During 1882 the Fort Worth & Denver City Railway was completed from Fort Worth to Wichita Falls, which remained its terminus until 1885. At that time there were three post-offices in the county, Wichita Falls, Gilbert and Toksana, the last two having disappeared from local geography.

With the railroad the county progressed rapidly, and by 1890 its population was 4,831; in 1900, 5,806; and in 1910, 16,094. The county has a considerable foreign element, chiefly from the countries of Germany, Austria and Russia, and this class supplies many of the small

farmers who have developed the possibilities of fruit, vegetables and melon crops. The value of taxable property in the county in 1882 was \$412,031; in 1903, \$3,899,660; and in 1913, \$18,507,195. During the past ten-year period the increase of wealth was nearly five hundred per cent, and few counties of the state have developed so rapidly in the same length of time.

In the development of the county and particularly of the chief city railroads have played an important part. The Missouri, Kansas & Texas extended its line across the northern tier of counties as far as Henrietta by 1887, and soon afterwards to Wichita Falls. In 1890 the Wichita Valley Railroad was built from Wichita Falls southwest to Seymour. During 1903-04 the Wichita Falls & Oklahoma Railway was constructed from Wichita Falls northeasterly to Byers on the Red River, passing through what later became the Petrolia gas district. During the past decade the Wichita Falls & Northwestern has been constructed from



COURT HOUSE, WEATHERFORD, PARKER COUNTY

Wichita Falls into Oklahoma, while the Wichita Falls & Southern leads south through Archer County. These lines have placed the chief city in direct communication with all the rich and developing territory of Northwest Texas, Southwest Oklahoma, and the chief market points in the entire southwest and western part of the United States.

While the development of Wichita County has been along the lines of stock raising and general farming, it has also become famous for its melons, particularly cantaloupes, and the growing of many special crops is the chief industry of a numerous colony of small farmers. A large amount of northern capital and northern settlers as well have come into the county during the past fifteen years, and the Town of Iowa Park, a few miles west of Wichita Falls, developed as the seat of an enterprising colony from the state of Iowa.

Statistics on live stock and agriculture as supplied by the last census report as follows: Total area, 386,560 acres; 326,628 acres in farms; about 175,000 acres in "improved land," as compared with 106,000 acres in 1900. The number of farms at the last census was 1,039, and 423 in 1900. There were 18,222 cattle; about 8,700 horses and mules; 7,650

hogs, and 47,749 poultry. In 1909 46,215 acres were planted in corn, which is the leading crop; 23,794 acres in cotton; 33,000 acres in wheat; 7,214 acres in oats; 6,584 acres in hay and forage crops. About thirteen thousand trees were enumerated in orchard fruit.

Outside of Wichita Falls the chief towns are Iowa Park, Electra and Burk Burnett. At the last census Electra had a population of 640 and Iowa Park of 603.

The City of Wichita Falls has always been the chief center of population, and in 1910 more than half the inhabitants of the county were located there. The population in 1890 was 1,987; in 1900, 2,480; and in 1910, 8,200. It is easily one of the most progressive and prosperous small cities of the state. Railroads gave it a start, and since then the presence of enterprising citizens and the abundance of such resources as oil and gas have brought about a city whose prosperity comes from its railway division point and shops, its extensive retail and wholesale trade,



A DISPLAY OF PARKER COUNTY WATERMELONS

and its varied manufactures. The supply of natural gas, which is piped from the Petrolia field and sold to manufacturers at from four to eight cents a thousand feet, has brought several important industries from other cities and states to Wichita Falls. The city also is benefited by the daily production of more than thirty-three thousand barrels of oil. At the beginning of 1914 the Chamber of Commerce enumerated more than forty manufacturing plants, most of which had been established within the last five years. These include a factory for the manufacture of auto trucks, a window glass factory, a bottle factory, a pottery, a fruit jar factory, flour mill, railroad shop, iron foundry, machine shops, ice factories, planing mills, brick and tile plants, broom factory, cotton compress, oil mills and many minor enterprises. About ten or twelve years ago some enterprising capitalists built a dam across Holliday Creek, five miles southwest of Wichita Falls, and thus created Lake Wichita, a body of water two miles by seven miles, furnishing water for the irrigation of several thousand acres of truck and fruit and other crops, water for the city and manufacturing purposes, while the lake itself has become a most attractive resort for the people of the city and of several counties. Owing

to the rapid progress of the last four years Wichita Falls is now believed to contain over thirteen thousand people. It has fully a third of the taxable values found in the entire county. It is a city of many handsome churches, well equipped and thoroughly organized with public schools, has a Federal building, hospital, street cars, the business section is paved, and its business buildings and character and atmosphere of the city in general are in advance of older and more populous centers in the southwest.

ARCHER COUNTY

Archer is one of the Northwest Texas counties still in process of transformation from the old range and ranch conditions to that of settled agricultural industry. With the rapid immigration into the northern counties during the '50s, the Legislature provided by act of January 22, 1858, for the boundaries of a new county in honor of Branch T. Archer, and directed that the county seat should be called Archer. Few, if any, settlers reached that county before the war, and more than twenty years passed before it was organized. The county government was instituted July 27, 1880. A report on the county for 1882 said: "Stock raising and farming are the only industries yet introduced. The former is by far the most general. That it is already assuming comparatively large proportions will be seen from the fact that with a population of perhaps a thousand, there are in the county 24,845 cattle, 4,258 sheep, 1,273 horses and mules. Agriculture is in its infancy in this county. The oldest farm is not yet five years old, and the few tracts under cultivation are small, varying from ten to one hundred acres. The only town is Archer City, which contains perhaps one hundred inhabitants. Riman is a small settlement."

At the census of 1880 the population of the county was 596; in 1890, 2,101; in 1900, 2,508; and in 1910, 6,525. A considerable number of German and Austrian people have settled in Archer County, and have been effective factors in developing the agricultural resources.

Archer County's early development followed the construction of railways into the Wichita Falls country during the '80s. The first railway line in the county was the Wichita Valley, which was built from Wichita Falls to Seymour across the northwestern corner of Archer County in 1890. About 1907 the Wichita Falls & Southern was completed through the county, giving Archer City its first railway communication. A little later the Southwestern road was built from Henrietta to Archer City. Within the present decade, the Gulf, Texas & Western has crossed the southwestern corner of the county. It is largely due to these railways and the consequent influx of population that Archer County during the past ten or fifteen years has undergone a rapid evolution from a strictly live stock county to one of farms and diversified agriculture. However, much of the county is yet undeveloped and it is classified more strictly as a part of the Texas "cow country" rather than as a farming section.

The total area of the county is 558,080 acres. The last census reported 443,915 acres in farms and ranches, but only 80,000 acres as "improved land." Farms enumerated in 1910 were 792, as compared with 356 in 1900. The live stock at that time was: Cattle, 41,319; horses and

mules, about 6,500; hogs, 4,018; and poultry, 25,664. In 1909 the acreage in cotton was 18,058; in corn, 8,680; in wheat, 4,018; in hay and forage crops, 4,128; in oats, 2,740; and a limited acreage in kafir corn and milo maize. About nine thousand orchard fruit trees were enumerated.

The total value of taxable property in 1881 was \$695,170, of which about forty per cent was represented by live stock; in 1903 the valuation had risen to \$2,438,910; and in 1913, \$6,869,114.

The chief town of the county is Archer City, which in 1910 had a population of 825. Other towns, chiefly on the railways, are Holliday, Megargle, Dundee, Scotland, and Windthorst.

TARRANT COUNTY

Tarrant County, with Fort Worth as its chief city, was created by act of the Legislature December 20, 1849, about a year after the establish-



ELECTRA OIL FIELDS, WICHITA FALLS

ment of the military garrison at Fort Worth. This act contains some directions as to the location of the county seat, "the place receiving the highest number of votes shall be the place established as the county seat of said county of Tarrant and shall be called Birdville." The county was organized in August, 1850, and the county offices located at Birdville; an old settlement now marked by a few weather-beaten buildings that hardly tell the story of its ambitious struggles to become a metropolis. The rivalry between Fort Worth and Birdville over the county seat was an important chapter in the early history of the county. The act of the Legislature August 26, 1856, ordered an election to be held in the following November to decide among the proposed sites for the county seat, and at that election Fort Worth won by a bare plurality. The election was contested, and finally the Legislature directed that the citizens of the county should again vote to determine the matter. That election occurred in April, 1860, when Fort Worth received 548 votes,

over 301 cast in favor of the location at the center of the county, while old Birdville received only four votes out of the total.

Tarrant County until after the Civil war was on the frontier. Its settlement began under the auspices of the Peters colony grant of 1841, and the first settlers came into Tarrant County about 1843-44. A place known as Bird's Fort was in existence as early as 1843, and an important council with the Indian tribes was held there. The establishment about 1848 of Fort Worth and Fort Graham, the latter in Hill County, was the signal for the influx of permanent settlers. In a few years the establishment of other forts further west caused the tide of emigration to move out to the counties west of Tarrant, but the unsettled conditions that began with the Civil war decade and the persistent incursions of hostile Indians beginning about the same time and continuing until about 1870 drove back many of the more western settlers. Indian raids occurred in Parker County as late as 1870, and one or two murders were committed by the Indians in Tarrant County as late as 1865.

At the census of 1850 the white population of Tarrant County was 599, and 65 slaves. In 1860 the total population was 6,020; in 1870, 5,788, showing a slight decrease from the preceding census; in 1880, 24,671 (2,160 negroes); in 1890, 41,142; in 1900, 52,376 (5,756 negroes); and in 1910, 108,572.

In its agricultural development Tarrant County has shared similar fortunes to those of other north Texas counties, and the early settlers derived their chief income from grazing of stock rather than from the production of field crops. In 1858 it was estimated that about sixteen thousand acres were in cultivation in the county. Corn and cotton were the chief crops, but it was soon demonstrated that wheat could also be grown, and at different points over the country were established small mills. Supplies came by long and difficult transportation from the railroad points in South Texas. A short time before the war communication was opened to St. Louis and tributary country by the establishment of the Southern Pacific Mail Route, which ran a line of stages from St. Louis to the Red River, and thence across Northern and Western Texas toward San Francisco.

As the figures of population above given indicate, the real settlement and development of Tarrant County began in the '70s, at which time all of North Texas was opened up by the advent of railway lines. The building of the various railroads that now center at Fort Worth is described in the history of that city. Some facts relative to the agricultural activities of the county as they existed in 1882 are quoted in part as follows: "Until within recent years cotton was the chief agricultural product, but now wheat holds the first place, cotton being next in order of value. The soils of the county are admirably adapted to the growth of both, as well as of many other products common to the latitude. * * * The rapid development of the agricultural interests of the county and the opening of new farms have operated to greatly reduce the area of grazing lands, and stock raising, as a distinct pursuit, is rapidly giving way to agriculture, though the stock interests of the county are as yet of great importance. Many of the larger herds of cattle have been driven further west, but much attention is being paid to improved breeds, and the aggregate value of live stock has not been

greatly diminished." At that time it was estimated that the live stock of the county, in round numbers, were 36,000 cattle, 10,000 horses and mules, 11,000 sheep and goats, and about 12,000 hogs.

The agricultural interests of the county, as measured by the statistics of the last Federal census, are detailed as follows: The total area of the county is 577,920 acres, of which 467,411 acres were included in farms in 1910, and 262,228 acres in "improved land." It should be mentioned in this connection that in recent years co-operative enterprise has been directed to the reclamation of lands along the river bottoms, and a drainage district established covering about three thousand acres. The chief crops in 1909 were: Cotton, 75,938 acres; corn, 41,550 acres; hay and forage crops, 9,883 acres; wheat, 7,432 acres; oats, 3,327 acres; peanuts, 1,169 acres; and sweet potatoes, potatoes and other vegetables, about one thousand eight hundred and fifty acres. The county also has important rank in the fruit industry, about one hundred and sixty-four thousand trees being enumerated in orchard fruits, and about nine thousand pecan trees. Tarrant is one of the leading counties of the state in the construction of good roads, and besides many miles of graded high-



HIGH SCHOOL, WICHITA FALLS

ways has 500 miles of improved roads, costing about one thousand dollars per mile.

Outside of Fort Worth, the chief towns are Arlington, with a population in 1910 of 1,794; Grapevine, 681; and Mansfield, 627. The general progress of the county is also illustrated by aggregates of assessed valuations for different years. The taxable wealth of the county in 1870 was \$1,392,877; in 1882, \$7,300,686; in 1903, \$24,515,220; in 1909, \$84,413,490; and in 1913, \$97,696,872. In this respect the county holds fourth place among the counties of the state, just as Fort Worth is the fourth city in population.

CITY OF FORT WORTH

The figures for the census of 1910 place Fort Worth among the largest Texas cities. The ranking order of the four chief cities of the

state, on the basis of population, are San Antonio, Dallas, Houston and Fort Worth. Though population figures are supposed to furnish an estimate of a community's greatness, a more convincing standard consists of the aggregate of material and civic resources. On the latter basis Fort Worth has for several years presented a varied array of commercial and industrial enterprise that justifies the showing that this is one of the largest cities of the Southwest.

When Fort Worth was first enumerated as a corporation apart from Tarrant County, in the census of 1880, its population was 6,663. During the following ten years there was a gain of nearly 250 per cent, the city having 23,076 inhabitants in 1890. In 1900 the population was 26,668, or a gain of about 16 per cent. In 1910 the population was 73,312. The increase, of more than 170 per cent, was greater than that shown by any other large city of Texas.

Fort Worth was founded as a military post, as a vantage ground in the midst of barbarism, at a time when the valleys of the Trinity were yet the Western frontier of American civilization. The post was garrisoned in the spring of 1849, and the Federal troops remained four years. When the soldiers left there remained only the nucleus of settlers and the eligible location. There was only a meager country population in the vicinity; barring a few supply trains, no currents of trade had yet begun to flow through this part of Texas; there were no cattle trails; nothing to inspire enthusiasm for this straggling settlement on Trinity Bluff or assurance that it would not experience the fate which befell similar posts elsewhere in Western Texas, such as Phantom Hill or Belknap. Such a fate might have overtaken Fort Worth had the little village not possessed some citizens endowed with unusual qualities of enterprise. Men of such stamp as E. M. Daggett, K. M. Van Zandt, C. M. Peak, J. Peter Smith and their associates would soon have given distinction and prestige to any hamlet of which they happened to be residents. It was not long after the "Fort" was deserted when these enterprising men found a common cause to work for, serving as another cornerstone in the foundation of Fort Worth as a city.

Deprived of its military post, Fort Worth people wanted the county seat. Captain Daggett, who had come to the town in 1854, was a leader in the agitation for a relocation of the county seat. Finally the Legislature consented to allow the citizens of the county again to vote on the subject. Birdville was then the larger place, and had the will of the majority been expressed untrammelled, it is probable that Birdville would have retained the courthouse, at least for some years. Old citizens of Birdville to this day charge that the election was carried for Fort Worth by means of fraud, and the evidence proves that this is one of the cases where theoretical right has yielded to superior enterprise and in which the event has been justified by the march of progress. The Fort Worth citizens were wild with joy over the outcome of the election, and it is related that the official records were placed in a wagon, three fiddlers mounted on top, and surrounded by a reveling crowd the official seat was transferred in triumph to the little village on the bluffs of the Trinity, where a subsequent election in 1860 confirmed its permanent location.

Around the courthouse on the bluff there arose the commonplace village of that period, frame store buildings and little one-story structures

with dirt floors. The town was built around the public square, and the courthouse was the hub of interest and business activity. Even at this day the old-time citizens refer to the "public square" with a meaning inherited from early days when the square was really the scene of all the business activities of the place. What now constitutes the banking and commercial and hotel center, between Fourth and Ninth streets, was for twenty years an unoccupied common, on which the transient immigrants pitched their camps for night, across which the cattlemen drove their herds from the west, while still farther south, in the vicinity of the Union depot, Captain Daggett had his farm buildings.

Outside of the individual character of its citizens, at the beginning of the decade of the '70s Fort Worth was only a typically ordinary town, a center for the small trading activity of the country, and rising above its neighbors mainly as a seat of justice for the county. There were regular sessions of county and district court, at which time attorneys



A MODERN BUILDING, DENISON, GRAYSON COUNTY

from all this part of the state convened to transact the routine and special legal business and, aside from this, to enjoy themselves in the social manner common to groups of old-time lawyers. When business and court affairs ceased to interest, there was the ever-absorbing theme of politics. The Civil war almost depopulated the village, the best citizens left to fight the battles of their Southland, and the population before the decade of the '70s never was a thousand.

The growth of Fort Worth begins to assume some distinctive character about 1872. In 1873 it was incorporated as a town. At that time an effort was made to drop the word "Fort" from the name, as no longer having significance. But the proposition was defeated by those whose early associations were with the fort and who clung to the name out of respect to the pioneer phase of history. Already Fort Worth was gaining an importance as a station on the great cattle trail leading from

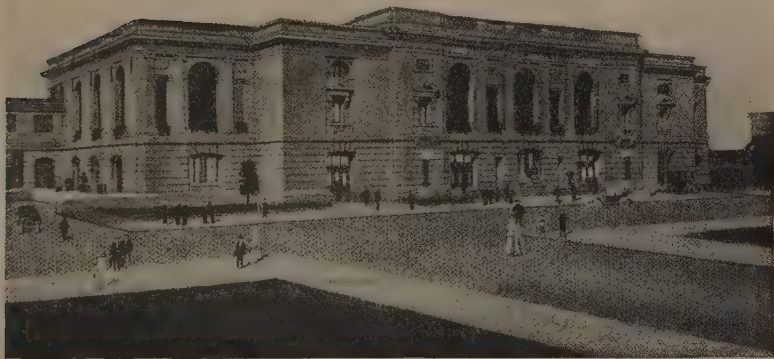
the West and Southwest to the Northern markets, but it was the railroad prospects, in the first instance, and the actual building of railroads, that were at the foundation of Fort Worth's prosperity and growth. By the close of 1872 the Houston & Texas Central, which began building at Houston before the war, had placed its terminus near the Red River at Denison, and was there met by the Missouri, Kansas & Texas from the North, making the first trunk line from Southern Texas into the Missouri Valley. Before the war another railroad had begun building from Texarkana west, and subsequently another line started from Shreveport, Louisiana, both being consolidated and completed under the name Texas & Pacific to Dallas by the beginning of 1873. It was the intention to extend the Texas & Pacific on west to Fort Worth and into Western Texas, but the financial panic of 1873 interfered with the consummation of the plan. During 1873, when it seemed that the railroad would be built to Fort Worth immediately, the town passed through a regular boom, its population reaching 2,000. Then followed three years of depression, when only the more courageous and far-sighted remained to work out a great future for their adopted home.

Finally, in July, 1876, the first railroad train entered the town, or more correctly, it entered the town limits, for the land donated for the depot yards was a mile from the public square, and seemed a long way out of town. However, since the railroad, on account of topographical difficulties, could not come to the town, the town at once commenced its slow and steady march south to the railroad. "For two years, 1876-78," says a writer in the Fort Worth *Gazette* in 1887, "everybody prospered in the place. The town was typical of western life—rushing business, noisy, boisterous existence, in which the cowboy and his twin companion, the six-shooter, figured conspicuously. Cattlemen—those pioneers of western life—made the town their headquarters and drew their supplies therefrom, and a few of the wiser men, with prophetic eyes, saw a great future for the place and commenced to work to that end."

Progress and development have been so swift in obliterating the primitive order of things and introducing all the accompaniments of modern life that even old-time citizens have almost forgotten the "wild and woolly" aspects of Fort Worth during the latter '70s. The railroad brought its evils as well as its benefits. For several years Fort Worth was the clearing house between the regulated customs of the East and the free and untrammelled life of the West. Here the currents of humanity met, and in the vortex could be found every class of mankind. The citizens worked under a high pressure of mental and physical excitement, and energy and action were not without that share of evil which in human affairs can never be entirely dissociated from the good.

Early in 1877 Fort Worth began reaching out for the trade of the great Panhandle district, which had formerly gone to Wichita and other Kansas points. The merchants sent out thousands of pounds of supplies and in return obtained the buffalo hides, tongues and meat that formed such an important product of that region during those years. While such trade was temporary, it is worthy of consideration because it was one of the influences that even at that time made Fort Worth a commercial focus for Northwest Texas. By the middle of the year 1877 the commercial interests had expanded much beyond the local demands

and the foundations of a wholesale trade were already laid. By that time a new cotton compress had been built, and by the spring of 1878 it was estimated that fifty thousand bales of cotton had been received at Fort Worth markets. A steam grain elevator had been established, marking the beginning of the ascendancy of Fort Worth as a grain market. There were several commission houses and a large trade in lumber. A branch wool and hide house received over two hundred thousand buffalo hides during the season, and the warehouses being unable to contain them, the vacant ground was covered for hundreds of square yards with high piles of hides. Summarizing the progress of the past eighteen months, the Fort Worth *Democrat* of January, 1878, states that in this brief time had been constructed street railways, gasworks, steam elevators, planing mills, cotton compress, flour mills, fine hotel, courthouse, four banking houses, and a portion of the streets had been macadamized. All these things attest the progressive attitude and enterprise of the citizens, who utilized all the means at hand, built up facto-



NEW UNION STATION, DALLAS

ries, secured railroads, extended the scope of trade, and in this way advanced step by step to the results manifest in the modern city.

When the Texas & Pacific Railroad was extended to the west, beginning in 1879-80, Fort Worth suffered a temporary depression, but confidence was soon restored, especially when other railroads began building to this point. In 1880 a division of the Texas & Pacific was constructed from Sherman to Fort Worth, and over that line the Missouri, Kansas & Texas operated its trains to the latter city. The completion of the Gulf, Colorado & Santa Fe from Galveston and the beginning of construction on the Fort Worth & Denver were the great events of the year 1881, these two roads costing the city and citizens about one hundred thousand dollars in donations. In 1885 Fort Worth citizens raised \$75,000 to build what was known as the Fort Worth & New Orleans, and construction began in September of the same year and the line was opened to Waxahachie in May, 1886, and when the property was soon afterwards transferred to the Southern Pacific interests Fort Worth

became connected with the Houston & Texas Central lines. During 1887-88 the St. Louis Southwestern Railway, the Cotton Belt, reached Fort Worth. During the same decade the Missouri, Kansas & Texas lines were extended from Fort Worth south. In 1885 the Fort Worth & Rio Grande Railroad was started and construction began at Fort Worth in November, 1886, and in a few years the line opened up the great cattle district of Erath, Comanche, Brown and adjacent counties to the southwest. In August, 1893, was opened the first branch of the Rock Island System between Fort Worth and the Red River. During the present century Fort Worth has been brought into connection with the Frisco System to the north, and is a terminus for the Trinity & Brazos Valley, while in 1903 the Fort Worth-Houston Branch of the International & Great Northern was opened. Thus line after line of railway was constructed, and Fort Worth has for some years boasted as being the focal point of seventeen transportation lines.

Fort Worth's free public school system began in 1882. In the early days private schools furnished the greater part of the educational advantages to the young. In 1877 the city voted to assume control of the public schools, but certain legal and other causes prevented the city from taking control until 1882, when a tax was voted to supplement the revenue derived from the general school fund, and the public schools were opened October 1, 1882, with seventeen teachers and about six hundred and fifty scholars.

In the history of municipal progress the year 1882 is especially notable. In that year the late John Peter Smith was elected mayor, and to assist him was a public-spirited council, and through their co-operation the city inaugurated internal improvements which have proved the foundation for all subsequent work along that line. In May, 1882, a franchise was granted to the Fort Worth Waterworks Company, and in the following year the Holly system was completed and put in operation. Previous to 1876 the drinking water for the city had come from the Clear Fork or from a spring two miles northeast of town. In that year the first artesian well was sunk, in the southwest part of town, and by 1887 there were a hundred wells, so that Fort Worth was sometimes referred to as the "city of artesian wells." Before the waterworks were built, water was drawn from wells and peddled about the streets at 12½ cents a barrel, and water carts as an institution were abandoned only a few years ago. In 1884 the city purchased a one-half interest in the waterworks plant, and came into complete possession the next year. Besides the waterworks, Mayor Smith and his associates directed his attention to the paving of Main and Houston streets, to the construction of a sewer system, of bridges and roads, the installation of a fire department, building of schools, and many other improvements. The year 1883 was noted as the most prosperous in the history of the city. May 31, 1882, was organized the Fort Worth Board of Trade, an organization that accomplished some remarkable results in the upbuilding and promoting the best interests of the city.

The depression in the cattle industry during 1884-85 had its effects on the growth of Fort Worth, and the revival of prosperity did not come until 1887. In that year the first definite attempt was made to utilize Fort Worth's advantages as a live stock market. Next to the railroads,

the greatest factor in Fort Worth's progress are the stock yards and packing interests. It was in the later '80s when the general development of the Southwest had reached that point where the selection of a central market for its live stock became important. There were three factors that gave Fort Worth first place in consideration of a proper site. First, its location as the only large town on the eastern border of the cattle country, where it had enjoyed prestige as a stock center from the days of the trail. Second, its numerous railroads radiating in all directions, tapping the sources of supply in the West and connecting easily with the eastern cities and the Gulf coast. And third, the alert enterprise of the citizens, who put forth every effort to secure such a market. These citizens laid the foundation for the packing industry of Fort Worth, for although the initial enterprise was not fully successful it served as a base from which greater things have developed. The Fort Worth Dressed Meat & Packing Company was organized in February, 1890, stock yards and packing plant were built, and the business started with an encouraging degree of success, although its scope was that of a local industry rather than of the capacity possessed by the present large plants.

This industry and all other lines of business were greatly impaired during the succeeding decade. From 1892 to the close of the century Fort Worth suffered its longest and most severe period of financial and industrial depression. The city has always been closely dependent upon the industrial conditions of its tributary West Texas, and during the long time when immigration into the western counties had practically ceased, Fort Worth was unable to advance faster than the region of which it was the business metropolis. Until the first years of the present century the development of Fort Worth and West Texas was periodic rather than continuous. Thus we witness the period of prosperity in 1872 and the early part of 1873, followed by almost a depopulation of the town on account of the failure of railroad construction. From 1876 to 1883 the city progressed almost marvelously, only to find itself in the slough of industrial despond in the early '80s. Then came the completion of the long-projected railroads and the inception of the live stock markets and packing business, after which the city experienced the lean years of the '90s. In 1898 the packing operations were suspended and were not resumed until May, 1899, when the plant was sold to Boston capitalists, who operated the industry until it was taken over by Armour & Company in March, 1902.

With the present century began a time of material growth, of which the rapid increase of population was only one reflection. This modern prosperity has apparently been developed on a substantial basis, and the progress, while rapid, has been only consistent with the general upbuilding of the entire tributary country. In this time Fort Worth has become a city of varied resources, and no longer depends on the stability of one or two industries.

The stock yards and packing houses are regarded as the cornerstone of Fort Worth's greatness, and the earnest efforts and money contributions which the citizens put forth to secure them are among the most beneficial achievements in Fort Worth's history. With the success of the negotiations which resulted in Armour & Company and Swift & Com-

pany locating their large branch plants here, the stock yards were enlarged to accommodate the increased number of cattle shipped to this point. During the year 1902 both the Armour and Swift interests spent millions in building two of the most expensive and complete packing plants in the West. The plants have been in operation since March, 1903, and since then the capacity has been increased and new departments have been added.

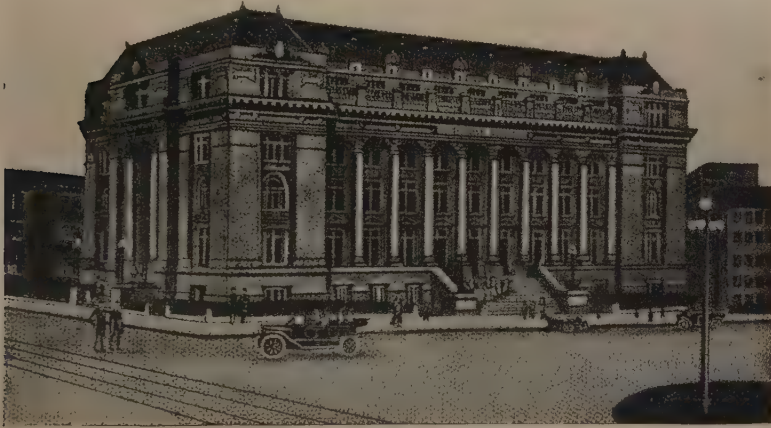
Within the last fifteen years, around the central institutions of railroads and packing industries, Fort Worth has built up a city rich in the varied resources of commerce and civic enterprise. It is now one of the most important wholesale, banking and manufacturing cities of the Southwest. It is a distributing point for merchandise and is in active competition with other large cities in Texas, while it also holds high rank as an industrial center, and in recent years has become the seat of several noted educational institutions.

A recent statement prepared and published by the Chamber of Commerce, the Association of Local Banks, and other commercial interests, presents a summary of the city's chief advantages and resources, and the following are brief extracts from that report: About 42 per cent of the total population of Texas live within a radius of 110 miles about Fort Worth. Thirteen trunk lines of railway converge at the city, affording communication by five lines to St. Louis, four lines to Kansas City, three lines to Denver, five lines to South Texas, and several other roads to the Southwest and West. "Fort Worth is the second cattle market to the United States. The packing houses and stock yards are the most modern in design and equipment in the country. By reason of its accessibility Fort Worth has been made the headquarters of the Cattle Raisers' Association, which embraces in its membership the stock raisers of Texas, Oklahoma, New Mexico, the Republic of Mexico and large numbers in the State of Kansas, and is the largest organization of its kind in the world. During 1913 the live stock receipts at Fort Worth aggregated 973,166 head, valued at over sixty-four millions of dollars, and during the same year 16,500 carloads of refrigerated meat were sent out from the city at a value of fifty million dollars. In 1912 about half the total cotton production of Texas was raised within a radius of one hundred and ten miles from Fort Worth. Fort Worth is the acknowledged grain center of the southwest. It is the headquarters of the Texas Grain Dealers' Association, which has in its membership many of the leading dealers of Oklahoma. There are eighteen grain elevators in the city with a capacity of 2,555,000 bushels. During the year 1913 there were 29,109 cars of grain received in Fort Worth." Fort Worth is also becoming a refining center for the petroleum industry of the Southwest. In 1913 the Fort Worth bank clearings aggregated the sum of over four hundred and eighteen millions of dollars, an increase of 65 per cent over the year 1908. The two packing houses and stock yards employ about five thousand people. Fort Worth is the largest center for the manufacture of furniture in the South, and has the only steel rolling mill in the Southwest. "Fort Worth is the largest distributor of groceries in the southwest. One of the wholesale grocery houses in this city is the second largest in the United States. A Chicago house is the only one that leads in the volume of business transacted in this

line. There are two wholesale drug houses, two hardware houses, one wholesale dry goods house, five wholesale liquor houses, one of which is the largest in the southwest. Machinery and agricultural implement houses are well represented."

PARKER COUNTY

Parker is one of the older settled counties of North Texas, adjoining Tarrant on the west, and is on the dividing line between the black land belt of the central part of the state and West Texas. One fork of the Trinity River runs through the county, and in the western part is the Brazos River, so that two of the largest water courses in the state approach each other closely in this county. The county ranks high as an agricultural section, with cotton the chief crop, but corn, wheat, vegetables and fruit are important factors in a diversified farming which has made great progress during the last twenty years. The county takes



NEW CITY HALL, DALLAS

special pride in its good roads, constructed from gravel beds closely accessible, and has also developed a broad foundation of institutions and commercial activities.

Parker County was created from portions of Navarro and Bosque counties on December 12, 1855, and was organized March 1, 1856. The act creating the county directed that county courts, when chosen, should order an election for the location of the seat of justice, the site selected to be called Weatherford. The first settlement followed soon after the establishment of the military post at Fort Worth in 1848. For twenty years the county was on the frontier and exposed to the hostile raids of the Indians. For several years after the organization of the county, the settlers had little trouble, but the removal of a large part of the Texas Indians beyond Red River was followed by a persistent warfare along the fringes of settlement. In 1859 an attack was made on the Town of Weatherford, when Mrs. Sherman was killed and scalped. During the Civil war the danger from such raids never abated, and as late as 1873 an Indian incursion was made into Parker County.

During the comparative security of the early '50s settlement was rapid. The population in 1858 was estimated at 3,507, including a small number of slaves (160). About ten thousand acres were in cultivation, wheat and corn being the only crops, and over ten thousand cattle raised on the ranges. Weatherford had a population at this time of 175, there being only five negroes in the little town.

The author of "Information about Texas," whose observations were made about 1856-57, says of Parker County: "It is a desirable region for small farmers. Weatherford, a new town and county seat, is rapidly increasing. Not twelve months ago the site was laid out, and yet there are already a courthouse in process of construction, and several other public buildings, one hotel, several stores, private dwellings and other marks of civilization." Weatherford built up rapidly in those years. One of the first steam flour mills in a large region of the country was started there about the middle of 1858, and in November of the same year a correspondent wrote: "This flourishing little town I find still improving rapidly, and, notwithstanding the universal cry of hard times, new buildings are going up all over town. A brick courthouse is rapidly approaching completion, and also a handsome brick edifice on the hill west of town, which is designed for a female seminary. Weatherford seems to have increased faster than any town in North Texas during the first three years of its existence." The establishment of a newspaper—*The Frontier News*—at that place, which two years before could not boast of cabin, was evidence not only of the enterprise of its publisher, but more so of the rapid strides the northwestern frontier was making in improvement and settlement.

In 1860 the number of inhabitants was almost as large as in 1870, and by the latter date the people had hardly repaired the damage inflicted during the decade of the war. Rapid increase of population during the '70s was due partly to the general immigration to this portion of Texas in that decade, but more particularly to the building of the first railroad through the county. The citizens of Weatherford were inspired with the same hope of railroad connection with the outer world as were the people of Fort Worth. By 1877 the town had grown so that it was credited with 2,000 population. Some of the men whose civic and business energy was behind the progress of the '70s were Judge A. J. Hood, Captain Ball, I. Patrick Valentine, and the district attorney of the county was S. W. T. Lanham, later governor of Texas. Weatherford has been the home of many well known men. Their spirit of enterprise was of the same sort as that of the people of Fort Worth; for when they saw that there was no immediate prospect of the Texas & Pacific being extended from Fort Worth to the west, they followed the example of their more fortunate rival and formed the Parker County Construction Company to build a line between the cities. In January, 1879, the grading was begun, by the following May half the work was completed, and by the winter of 1879-80 trains were running into Weatherford. That town remained the terminus only a brief time until construction was rapidly extended west toward El Paso. During the '80s the branch of the Santa Fe from Cleburne to Weatherford was built. The Weatherford, Mineral Wells & Northwestern Railway is largely a Weatherford enterprise, its general offices and shops are located in that city, and it

has made a large section of country to the northwest tributary to the Parker County metropolis. Within the last two or three years the line of railway known as the Gulf, Texas & Western has been constructed from Jacksboro to a connection with the Weatherford, Mineral Wells & Northwestern, thus increasing the traffic which passes through Weatherford.

The population of Parker County in 1860 was 4,213; in 1870, 4,186; in 1880, after the first railroad had come, 15,870 (615 negroes); in 1890, 21,682; in 1900, 25,823 (865 negroes); and in 1910, 26,331.

Weatherford, which has always been the chief town as the seat of government, had a population in 1890 of 3,369; in 1900, 4,786; and in 1910, 5,074. The town site was originally built in a grove of elm, oak, hackberry and pecan, and there are many hundreds of these trees still standing about the homes of Weatherford citizens. Weatherford has exhibited much enterprise not only commercially but in the upbuilding of institutions, and besides its public schools has two well known denominational institutions conducted by the Presbyterian and Methodist churches, the Weatherford College for boys, and the Failemont Seminary for girls, the latter being under the direction of the Presbyterian church. The city has a large list of general business establishments, waterworks, fifty miles of graveled streets, a city hall and federal building, flour mills and grain elevators, several wholesale houses, and despite its proximity to Fort Worth controls the trade of a large district. Next to Weatherford one of the oldest villages in the county was Veale Station, which before the coming of the railroad ranked next to the county seat in importance, but is now only a hamlet. The principal towns at present outside of Weatherford are Springtown, Poolville, Peaster, Whitt, Millsap, and Aledo, all of which have banks, independent school districts, and are the commercial and social centers of surrounding rural communities.

In 1870 the aggregate assessment values in Parker County were \$1,511,975; in 1882, \$3,653,138; in 1903, \$7,187,955; and in 1913, \$13,486,760. In 1910 the federal census enumerated 3,634 farms in Parker County, as compared with 3,529 farms in 1900. The total area of the county is 560,000 acres, of which 510,753 acres were included in farms or ranches, and about 215,000 acres in "improved land." While nearly half the county is now cultivated, and the old-time ranches have almost disappeared, the county raises more stock with a greater aggregate value than it did twenty-five or thirty years ago. The stock interests at the last census were reported as follows: Cattle, 30,038; horses and mules, about 13,000; hogs, 12,506; goats, 2,008; and poultry, 135,133. In 1909 89,871 acres were planted in cotton, 47,876 acres in corn, 9,524 acres in hay and forage crops, 4,070 acres in wheat, 1,332 acres in oats, about 1,150 acres in potatoes, sweet potatoes and other vegetables; about one hundred and forty-four thousand trees were enumerated in orchard fruits, and about seven thousand pecan trees. Dairying is an industry of increasing value, and a large creamery is operated in Weatherford. Diversified farming is no longer in an experimental stage in Parker County, and many of the most successful men divide their cultivated acreage among four or five crops. The growing of fruit, especially peaches, is becoming valuable, and the county has gained special fame

through its watermelons and cantaloupes. Many watermelons are shipped from this county weighing over a hundred pounds each, and at the St. Louis World's Fair a Parker County melon was awarded first prize for size. The truck crops of Parker County to a large degree are shipped West, even as far as El Paso.

PALO PINTO COUNTY

This county has always been a center for cattlemen, its abundant water supply and its rugged surface affording excellent winter quarters for live stock. Many of the old-time cattle kings of Texas had their headquarters at different times in Palo Pinto County. In the wave of migration that crossed North Texas during the early '50s settlement went beyond Parker into this county, and as a result of the movement an act of Legislature on August 27, 1856, created a separate county territory. The act directed that the chief justice of Bosque County, from a portion of which and from Navarro County the territory was taken, should organize the local government. The county was organized April 27, 1857. The act creating the county directed the county officers to select the county seat and lay off a town, and "the county site shall be called Golconda." That name, so far as can be ascertained, was never confirmed and had no place in the county's geography. In 1858 the Legislature donated 320 acres of public land for county site purposes, and the county seat acquired the name Palo Pinto. Such settlers as occupied the county during the '50s were in such exposed position with reference to the hostile Indians that the county was practically depopulated in the years between 1860 and 1870. The Texas Almanac for 1867 said briefly that the county was "principally devoted to stock raising, though Indians keep the inhabitants in constant alarm." Permanent progress began in the '70s, when some of the land was cultivated to wheat and cotton, and the limits of the cattle range were first intruded.

A report on the county for 1882 enumerates the stock interests, in round numbers, as 28,000 cattle, 5,000 horses and mules, 6,000 sheep, and about six thousand hogs. From the same report other factors in the county's economic condition were described as follows: "The Texas & Pacific Railroad, which reached the county in 1880, runs through its southern part, and has three stations, Sparta, Strawn and Gordon, with respectively 50, 200, and 350 inhabitants. Palo Pinto, the county seat, is beautifully located on Little Eagle Creek, and has about four hundred inhabitants. In this county are located a number of mineral wells, around which a town of about two thousand inhabitants, known as Mineral Wells, has grown up within the last two or three years. The town is surrounded by mountains and the scenery is picturesque. Coal of good quality has been discovered in the county, and two mines have been opened, the yield from which is about ninety tons per day."

During the decade of the '70s the one principal village, Palo Pinto, had aspirations to become a station on the Texas & Pacific Railroad. In 1876 the business directory of the town shows six dry goods stores, several saloons, two blacksmith shops, one wood shop, six lawyers, five physicians, two schools, and a Masonic hall. The railroad never came to Palo Pinto, and its chief distinction is yet as the seat of county govern-

ment. Outside of Palo Pinto the only postoffice in 1876 was Grand Rancho, a noted headquarters for cattlemen, located in the south part of the county on Palo Pinto Creek.

In 1860 Palo Pinto County had a population of 1,524. Conditions were such that no separate enumeration was made in the county at the census of 1870. In 1880 population was 5,885; in 1890, 8,230; in 1900, 12,291; and in 1910, 19,506.



A STUDY IN CONTRAST, DALLAS

In 1870 the assessed values of taxable property was \$275,548; in 1882, \$1,708,475; in 1903, \$3,852,326; and in 1913, \$10,865,370. Palo Pinto has an area of 613,120 acres, and the last Federal census reported 472,842 acres occupied as farms or ranches, with about one hundred and five thousand acres in "improved land." There were enumerated 1,921 farms in 1910, as compared with 1,271 in 1900. Live stock interests were: Cattle, 28,738; horses and mules, about 7,600; hogs, 5,212; goats,

1,362; and poultry, 57,009. In 1909, 31,655 acres were planted to cotton, 7,918 acres in corn, 4,253 acres in hay and forage crops, and a smaller acreage in kafir corn and milo maize and in oats. Considerable attention is paid to fruit growing in the county, and the last census enumerated about sixty-seven thousand orchard fruit trees, about thirteen thousand grape vines, and over fourteen thousand pecan trees. The mineral resources of the county have for many years been a valuable asset. Coal is mined at Strawn, Lyra and Mingus in the southern part of the county, and a natural gas field has been developed six miles north of Palo Pinto. Probably the greatest single factor in drawing wealth to the county are the famous mineral waters at Mineral Wells, which has attained the reputation of being one of the most noted and popular health resorts in the Southwest. There are more than fifty mineral wells, the chief city of the county has been developed around them, and besides the thousands of people who reside temporarily at Mineral Wells because of its health and resort advantages, a large industry has been built up in the shipping of the waters over many states. Mineral Wells in 1890 had a population of 577; in 1900, 2,048; and in 1910, 3,950.

About the year 1891 the Weatherford, Mineral Wells & Northwestern was constructed to Mineral Wells, thus placing that health resort within easy communication with the main railway system of Texas, and the permanent growth of the city dated from that event. Within the present decade what is known as the Gulf, Texas & Western Railroad has been constructed south from Jacksboro to a connection with the Mineral Wells & Northwestern.

WISE COUNTY

Wise County, northwest of Tarrant County and Fort Worth, was created by the Legislature from the original Cooke County in 1856, and its county government was organized on May 5th of the same year. The first settlers penetrated into the county under the protection of the military post at Fort Worth, and its population by the end of the '50s was over fifteen hundred. In 1858 it was estimated that about six thousand acres of land were in cultivation, but throughout that decade the county was on the frontier. In 1856 the only postoffices in the county were Odessa and Taylorsville. The county seat was established at Decatur, and that was a point on the route of the Overland Southern Pacific Mail, the government stage line put in operation about 1858. During the Civil war decade population decreased in Wise County. The Texas Almanac for 1867 said: "There is not a mill in Wise County, the nearest being at Weatherford, forty miles away. A large quantity of wheat is raised in the county, and large numbers of cattle are raised and driven away to market." In January, 1870, a Decatur citizen wrote that there had been no Indians for three months, and "most of our citizens who moved away last spring are moving back again. This county, although on the borders, is establishing three good schools at Prairie Point, on Deep Creek, and at Decatur." A traveler in Wise County in the next year speaks of Boyd's Mill in the south part of the county, the town having been located soon after the war, where at the time of writing there were a postoffice, steam mill, two dry goods stores.

"While there," continues this observer, "I was informed of a new town that had sprung up two miles away, and rode by. On the roadside is a handsome new storehouse. This place we proposed to christen 'Aurora.'" The Almanac for 1867 gives the voting population of Wise County at about four hundred, and goes on to state that there are "few freedmen in the county; we have no bureau and they are quite happy and contented. There are as yet no postoffices established (meaning, that postal service had not been resumed since the close of the war). Decatur and Prairie Point were two flourishing villages before the war, and are beginning to look up again. Owing to the defenseless state of the frontier, Indian raids are frequent." The first permanent settler in Wise County was Sam Woody, a notable character in North Texas. In 1854 he built his log cabin home in Wise County, two years before settlers in sufficient numbers had collected to justify a county organization. Some idea of how the pioneers not only of that locality but of other points in West Texas lived is obtained from Mr. Woody's own words, quoted as follows: "It was easy to live in those days. Sow five or six acres of wheat, it would often produce fifty bushels to the acre, cut it with a cradle, tramp and fan it out, then once or twice a year load up a wagon to which five or six steers were hitched, and after a week's trip to Dallas you would have enough flour to give bread to your own family and some of the neighbors for a number of weeks, until it would be the turn of some one else to make the trip. If we had bread enough, game was always plentiful. Hogs would get so fat on acorns that they couldn't walk. After marking them we let them run wild, and trained our dogs to run them in whenever we wanted a supply of pork. Now and then we sent a wagon to Shreveport or Houston for coffee and sugar and such groceries, but we did not use sugar much. I paid a dollar for a pint of the first sorghum seed planted in Wise county, and molasses was the commonest kind of 'sweetening.' When we got tired of game and pork we killed a beef. By swinging a quarter high up to the limb of a tree it would be safe from wild animals and would keep sweet for weeks, and it was a common sight in our country to see the woman of the house untying the rope and letting down the meat to cut off enough for dinner."

By the latter part of 1876 Wise County claimed a population of 15,000, and although without railroads development was substantial and rapid. Decatur, the county seat, had a population of 1,500 in 1878, and its citizens were enthusiastic in advocating the building of a railroad through the country. Aurora, already mentioned, had grown to 500 population, with a dozen business houses and a two-story school building. The Town of Chico was started in 1878.

Towards the close of 1881 actual construction work was begun on the Fort Worth and Denver City Railway, near Fort Worth, and during the following year the line was constructed through Wise County as far as Wichita Falls, which was reached in September, 1882. This was the first line to penetrate the country to the northwest of Fort Worth, and its results in the upbuilding of towns along the way were remarkable, not to mention the transformation caused in the line of agricultural improvement and settlement. At Decatur the driving of the last spike in the railroad had connected that town with Fort Worth

on April 15, 1882. The railroad at once gave a great impetus to the upbuilding of Decatur, while the old Town of Aurora was left five miles to one side, and its population migrated bodily and concentrated its two schools, four churches, twelve merchandising houses, three gins and other enterprises around the railroad station. The genesis of several towns in the county dates from the laying of track for the Fort Worth & Denver City. In 1872 the Village of Herman was described as consisting of a side track and several box cars. Cowen was distinguished as a side track without any cars. A report on the resources of the county in 1882 said: "The Fort Worth & Denver City Railway passes diagonally through the county from southeast to northwest, via Decatur, having a length of thirty-five miles of road within its limits. Decatur, the county seat, has a population of about 1,500, it is situated on a commanding eminence on the divide between the west and the Denton forks of the Trinity river, and has a large and increasing trade. Aurora, a thrifty town of 400 inhabitants, is situated fourteen miles southeast of Decatur. Chico, Greenwood, Pella, Audubon, Crafton, Paradise, Bridgeport, Willow Point, Boonville, Cottonvale, Cactus Hill and Cowen are all growing towns. A coal bed has been opened at Bridgeport, and the coal is in use as fuel."

The second railroad in the county was the Rock Island lines. This road was opened between Red River through Bridgeport to Fort Worth in August, 1893. The branch from Bridgeport was built to Jacksboro in 1898, and extended to Graham in 1902.

In 1870 the population of Wise County was reported as 1,450; with the danger of Indians removed and with the rapid development that followed during the '70s in all North Texas, the population by 1880 was 16,601. In 1890, 24,134; in 1900, 27,116, and in 1910, 26,450. Of the many towns and villages in the county, the two largest are Decatur and Bridgeport. Decatur in 1890 had a population of 1,746; in 1900, 1,562, and in 1910, 1,651. Bridgeport in 1890 was a town of 498 population; in 1900, 900, and in 1910, 2,000. Besides being the junction point of the two branches of the Rock Island Road, Bridgeport is also an important coal mining town, and has several small industries. Wise County claims about three hundred miles of improved public highway, built at a cost of about five hundred dollars per mile. It is one of the well developed counties of North Texas; diversified farming is now the rule, and as most of the population is rural, nearly all the lands are occupied and utilized in the joint activities of stock farming and agriculture.

In 1870 the value of property as returned by assessors was \$378,411; in 1882, \$2,980,602; in 1903, \$6,555,910, and in 1913, \$14,010,450.

While population fell off during the first ten years of the present century, the number of farms and ranches also declined from 4,029 in 1900 to 3,721 in 1910. The total area of the county is 552,320 acres, of which 489,121 acres were occupied in farms and ranches in 1910. The amount of "improved land" in 1910 was about 250,000 acres, an increase over the preceding census. The varied stock and agricultural resources are indicated by the following statistics from the last census report: Cattle, 31,246; horses and mules, about 14,500; hogs, 16,222; and poultry, 130,750. In 1909 the acreage in cotton was 93,076; in corn, 72,919; in hay and forage crops, 12,245; in wheat, 6,877; in oats,

2,512; in potatoes, sweet potatoes and other vegetables, about 1,500 acres; while peanuts is also a profitable crop, and about 145,000 trees were enumerated in orchard fruit, and about 4,000 pecan trees.

MONTAGUE COUNTY

Montague County was taken from Cooke County in 1857, and organized August 2, 1858. The county was fairly well settled before the war, was credited with a population of 849 in 1860, but as a result of the depredations of that decade its population in 1870 was only 890. During the '70s it began to be settled permanently. In one respect, however, it was still on the frontier, since its northern boundary was the Red River, on the north side of which was the Indian Territory, which, without any civil government, offered shelter to many thieves and



GROUP OF DALLAS SKYSCRAPERS IN 1908

desperadoes whose depredations on the Texas frontier were long a standing menace to the prosperity of the northern tier of counties. To prevent horse stealing from this source during the '70s and '80s a number of vigilance committees were organized in Montague County.

In September, 1866, a correspondent in the county wrote a Dallas paper as follows: "We stand as a breakwater for the protection of the state against the Indians—have done so for years. We will be forced to give up the frontier unless sustained; sustain us and we will still protect you." In July, 1870, another correspondent wrote that the Indians were all around Montague County settlers, whose exposed situation on the extreme frontier rendered constant vigilance necessary, and that very recently attacks had been made on Victoria Peak and Henrietta.

During the decade of the '70s the population of Montague County increased more than a thousand per cent, and settled conditions pre-

vailed, while a number of towns sprang up. In 1878 the towns and villages in the county were: Montague, the county seat, containing some five or six stores; St. Jo, Burlington, Red River, Scranton and Forestburg. These were all rural villages, and the nearest railroads were many miles to the east and south.

The first railroad was the Fort Worth & Denver City constructed across the southwestern corner of the county in 1882. The railroad gave origin to what is now the metropolis of the county, Bowie, which in June, 1882, was without a single store and merely a station for the surrounding country. Another station established on the railway was Sunset. A report on the county in 1882 mentioned industries and the towns as follows: "There are in the county a number of flouring and sawmills run by steam power, but hardly enough to supply the local demand for flour and lumber. Montague has five hundred inhabitants; St. Jo, 350; Forrestburg, 200; Queen Peak, 250; Spanish Fort, a very old settlement, 250; Eagle Point, 150; and Salt Creek Station, 100." The county at that time was a rich stock range, and its live stock in round numbers was estimated at 36,000 cattle, 8,000 sheep and goats, 7,800 horses and mules, and 11,000 hogs.

Beginning with the census of 1870 the population figures for successive decades has been: In 1870, 890; in 1880, 11,257; in 1890, 18,863; in 1900, 24,800, and in 1910, 25,123. In 1870 the total property assessments in the county aggregated only \$153,542; the rapid development of the following ten years was indicated by tax assessment for 1882 as \$2,040,472; in 1903, \$6,428,005, and in 1913, \$12,806,465.

The second railroad in the county was the Missouri, Kansas & Texas, which was built under the name Gainesville, Henrietta & Western from Gainesville to Henrietta in 1887, across the northern half of the county. In 1893 the Rock Island line from the Red River to Fort Worth was opened through Bowie.

The building of railroads has resulted in a general readjustment of population centers. Montague, the county seat, is still without railway connections, and from a population of 795 in 1890 declined to a population of 284 in 1910. The chief city is Bowie, which profited by its relations to the first railway. In 1890 its population was 1,486; in 1900, 2,600, and in 1910, 2,874. The three other principal towns are located in the northern part of the county along the Missouri, Kansas & Texas. St. Jo, a town antedating the railway, had a population in 1890 of 710, in 1900 of 825, and in 1910 of 822. Belcher is another town on the same railway, which from 516 inhabitants in 1890 declined to 181 in 1910. The second town in the county is Nocona on the same railway, and its population grew from 381 in 1890 to 961 in 1900 and to 1,338 in 1910. Ringgold is in the northwest corner of the county at the junction of the Rock Island and the Missouri, Kansas & Texas. Other towns are Stoneburg, Sunset, Bonita and Hardy.

As one of the rural counties of North Texas, Montague now has a fairly well balanced economic condition. Only a few of the large ranches still remain undivided, while the breeding of improved live stock, dairying, fruit culture, and the diversified crops of the Red River Valley are all phases of progress. At the last census 3,691 farms were enumerated, as compared with 3,571 in 1900. The total area of the

county is 594,560 acres, of which 531,057 acres were reported in farms, and about 244,000 acres as "improved land." While thirty years has resulted in the cultivation of nearly half of the total area of the county, live stock interests are more valuable than ever. The census reported 36,949 cattle; about 14,500 horses and mules; 17,979 hogs, and 122,840 poultry. The crops in 1909 were: Cotton, 88,041 acres; corn, 74,841 acres; hay and forage crops, 9,468 acres; oats, 1,381 acres; while wheat and peanuts formed a considerable item in production, and about 1,800 acres were planted in potatoes, sweet potatoes and other vegetables. The rank of the county as a fruit section is indicated by the enumeration of 293,000 orchard fruit trees, while about ten thousand pecan trees were found.

JACK COUNTY

This county was created from the territory of Cooke County in 1856 and given a county government on July 7, 1857. Young County to the west marked the extreme limit of settlement before the war, and in 1860 Jack County was credited with a population of 1,688. It illustrates the retrogression of the war decade to compare that population with the figures for 1870, at which time the census gave the county a population of 694 inhabitants. All industry came to an end, and the majority of settlers retired to the more secure localities within the secondary line of frontier defenses. The Texas Almanac for 1867 refers to Jack County as "but partially settled."

After the Civil war the Federal Government took steps to again afford protection to the frontier, and about 1867 established Fort Richardson near Jacksboro in Jack County. In a few years the rapid advance of population made the holding of this position superfluous, and the buildings were deserted and soon went to ruin. A paragraph in a Fort Worth newspaper in 1878 said: "Fort Richardson, in Jack county, built in 1867-68, at a cost of nearly eight hundred thousand dollars, is fast becoming a ruin, the buildings are falling, and altogether it presents a sorry appearance. This fort, during the years 1868-69-70, contained the largest garrison in the United States, General Sherman having his headquarters there for a time. The hospital, the original cost of which was about one hundred and forty-three thousand dollars, is now a useless pile." The garrison and equipment were moved out to Fort Griffin in Shackelford County.

Some of the conditions in the county during the '70s, as drawn from newspaper items and other sources, are described as follows: In the summer of 1876 the county was receiving little immigration, farmers were complaining of lack of markets, and the industrial development was perhaps slower than that of some of the surrounding counties. Jacksboro, the county seat, as one of the military towns of North Texas had enjoyed somewhat of a boom and about this time was suffering from the reaction. A correspondent in 1876 said: "Jacksboro has improved but little for several years. The location of one of the military posts

here in 1867 had the effect to add materially to the town's importance as a trading post for the frontier settlers, but since the cessation of Indian hostilities the troops have nearly all been withdrawn, resulting in a perceptible decrease in prosperity. Colonel Woods is here in command of the skeletons of three companies of the Eleventh Infantry, which are barely enough to do post duty and preserve the government property." Other interesting items about the town are found under date of February, 1877: "A big business was transacted here during the military days, but the trade is now supplied from the permanent settlers. The older buildings in the place are constructed of upright pickets, plastered with clay, and surrounded with stockades built in the same way. The first settler is still here, T. W. Williams, a brother of 'Blue Jeans' Williams, present governor of Indiana." By the latter part of 1879 Jack County was said to have 10,000 population, among its industrial enterprises were eight or ten cotton gins, grist and saw-mills, brick yards, and seventeen churches and numerous schools were enumerated. At the same time Jacksboro had three churches, three three-story flour mills, and other business interests were improving in like proportions. Over in the western part of the county, the beautiful Lost Valley, one of the most picturesque spots in Texas, its perfectly level floor being hemmed in by the rugged hills, was the abode of several well-known cattlemen during the '70s. M. G. Stewart had 10,000 acres in the valley, a fine dwelling, and his pasture was enclosed with a stone fence, showing a considerable departure from the usual methods of maintaining a stock farm. This valley was also the home of J. C. Loving and G. B. Loving, among the best known cattlemen of the state. The postoffice for this community was called Gertrude, and a stone church was another feature of the incipient center.

Some of the conditions of 1882 are reported as follows: At that time the county had one flour and five grist mills, all driven by steam. The luxuriant grasses that covered the surface of the county gave the stockraisers a profitable business, and Jack County is still one of the important stock counties of North Texas. In 1882 the live stock, in round numbers, were 44,500 cattle, 8,500 sheep and goats, 6,300 horses and mules, and 9,000 hogs. Jacksboro at that time was thirty-five miles from the nearest station on the Texas & Pacific Railway, and thirty-two miles from the nearest station on the Fort Worth & Denver City Railway, to which roads all cattle and other produce were sent. Besides Jacksboro the other villages in the county at that time were Post Oak, Newport and Lick Branch.

Jack County remained without a railroad until 1898, when a branch of the Rock Island from Bridgeport to Jacksboro was completed, and in 1902 it was extended west to Graham. About four years ago the line of the Gulf, Texas & Western Railroad was built through the county from Seymour in Baylor County to a junction with the Mineral Wells & Northwestern in Palo Pinto County.

In 1870 Jack County had 694 inhabitants; in 1880, after settled conditions had obtained, the population was 6,626; in 1890, 9,740; in 1900, 10,224; and in 1910, 11,817. The population of Jacksboro in 1890 was 751; in 1900, 1,311; and in 1910, 1,480. Some of the older towns already mentioned have lost their prestige in favor of places on the railroad. Outside of Jacksboro most of the population is distributed in the country districts, and the statistics indicate that the chief interests of the population are agriculture and stock raising. In the northwestern part of the county some coal is mined. The value of taxable property in 1870 was assessed at \$226,611; in 1882, \$1,750,236, of which more than a third was represented by live stock; in 1903, \$3,303,400; and in 1913, \$7,058,130.

At the last census the number of farms in the county were 1,888, as compared with 1,475 in 1900. The total area of the county is 615,680



ONE OF DALLAS' MODERN BUILDINGS IN COURSE OF CONSTRUCTION

acres, of which 541,688 acres were in farms or ranches. The census reported 107,000 acres in "improved land," as compared with 83,000 acres at the preceding census. The stock interests were enumerated as follows: Cattle, 40,879; horses and mules, about 9,200; hogs, 7,675; and poultry, 50,641. In 1909, 38,288 acres were planted in cotton; 18,460 acres in corn; 7,353 acres in hay and forage crops; and minor

crops were kafir corn and milo maize, oats and wheat. Orchard fruit trees were enumerated at about 55,000, and about 2,700 pecan trees.

CLAY COUNTY

Though Clay County was detached from Cooke County in 1857 and given separate boundaries, the line of settlement barely reached within its borders previous to the war. In 1860 the census enumerators found only 109 people in the county. As a result of the population which came in during the '50s a county government was organized in 1860, but the organization was soon abandoned. With the Red River as its northern boundary, and located within what was then regarded as Northwest Texas, no progress was made during the decade of the '60s, and at the census of 1870 no figures were credited to the county. The population at successive decades has been: In 1880, 5,045; in 1890, 7,503; in 1900, 9,231; and in 1910, 17,043.

A writer in the Texas Almanac for 1861 said: "Our county is just settling up, mostly from Illinois, Missouri and Arkansas. White labor makes the truck, but it is only because we are too poor to buy darkies at the present high prices—we want them bad enough. There is only one village started, Hubert Postoffice, lying between the Red River and the Little Wichita. There is no military post in the county, Van Dorn's Station being beyond us, and his supplies of corn and other provision are hauled through our county." The following item is from the Texas Almanac for 1867: 'Stock raisers commenced moving in about 1858, but have mostly left on account of the Indians.' " During the early '70s a sufficient population settled in the county to justify a county organization on November 24, 1873. A correspondent of a Fort Worth paper in 1878 noted a rapid increase in the population in the county, basing his observations mainly upon the many new houses that were conspicuous objects along his route of travel, the timber sections seeming to receive the bulk of this influx of settlers. Henrietta, the county seat by choice of the people over its rival, Cambridge, was reported as a thriving business center in those days, obtaining the trade of the stockmen and hunters for a hundred miles to the west, and it was also a considerable market for hides.

In August, 1882, the Fort Worth & Denver City Railway was completed through Henrietta, and at that time other towns in the county were Cambridge, Newport and Buffalo Springs. Stock raising was the leading industry. Cattle to the number of about 51,000 were assessed, about 3,700 horses and mules, 4,500 sheep, and about 2,700 hogs.

In 1887 Henrietta became the terminus of the Gainesville, Henrietta & Western, a branch of the Missouri, Kansas & Texas, and the same system subsequently extended a line to Wichita Falls. In 1903 a branch of the Wichita Valley Railroad was constructed from Wichita Falls a distance of twenty-three miles to Byers, an old town on the Red River in the northern part of Clay County. About 1910 a line of railway was completed between Henrietta and Archer City, known as the Southwestern.

Within the last ten years Clay County has produced a large amount of oil and gas. Actual production in the field north of Henrietta about

the Town of Petrolia began in 1904. In that year about sixty-five thousand barrels were produced, and by the close of 1907, 169 productive wells were in the field. The production of the petroleum field for 1911 was about one hundred and sixty-nine thousand barrels. In the same vicinity natural gas was discovered in 1907, and that is now one of the largest fields in Texas, producing in 1913 between eight million and thirty million cubic feet daily. From the field, pipe lines supply gas to Fort Worth, Dallas and Wichita Falls, and also the chief towns in Clay, Montague, Wise, Cooke, Grayson and other counties.

The value of taxable property found in the county in 1881 was \$1,894,353; in 1903, \$4,761,110; and in 1913, \$14,483,375.

The chief towns of the county are Henrietta, Bellevue, Byers, Petrolia and Halsell.

The following paragraph from the Texas Almanac for 1914 is a general survey of the county agriculturally: "The soil and climate are adapted for fruit and truck growing and diversified farming. Thus far fruit growing has not been indulged in on a large scale. Among the horticultural products of the county that produce considerable revenue are pecans. Pecan trees are found in abundance along the streams. Cotton, corn, wheat and oats are the leading staples. Live stock industry is conducted in connection with farming. Several large ranches are operated in sections at a distance from railroads. The raising of fancy and thoroughbred poultry is receiving the attention of a large number of citizens and poultry products are shipped in large quantities to Texas markets." The last census report supplies the following statistics: Total area of the county, 741,120 acres, of which 719,370 acres were included in farms, and about 233,500 acres in "improved land." There were 2,308 farms in 1910, as compared with 1,223 in 1900. The number of cattle was 52,389; horses and mules, 13,500; hogs, 14,012; poultry, 84,301. In 1909 the acreage in the chief crops was: Corn, 56,218; cotton, 71,086; oats, 10,767; wheat, 10,330; hay and forage crops, 10,689; about 1,000 acres were in potatoes, sweet potatoes and other vegetables; about 94,000 orchard fruit trees were enumerated, and about 19,000 pecan trees.

YOUNG COUNTY

Young County may probably be considered the cornerstone in the history and development of Northwest Texas. For many years the Young Land District and the Young District Court comprised a jurisdiction greater than that of many states in the Union. Around the nucleus of a military post settlement was begun during the '50s, the county was created by the Legislature in 1856 and a county government instituted, but as a result of the depredations of the savages organization was abandoned in 1864. It was during the '70s and early '80s before any railroads were built into Northwest Texas that Young County exercised so extensive an official relation with the vast district to the north and west. In April, 1874, the county government was permanently organized, after a lapse of ten years.

Two years after the establishment of the military post at Fort Worth, owing to the continued advance of settlers, a new line of frontier had to be drawn, and in 1850 the Government directed the establish-

ment of two forts, one of which was Fort Belknap on the Brazos River in what is Young County, and the other Fort Phantom Hill on the Clear Fork of the Brazos in the southeastern part of what is now Jones County. The first company of soldiers reached Fort Belknap in November, 1850.

Besides its importance in protecting the line of frontier, Belknap was a center of population during the '50s. In "Information About Texas," published about 1857, Fort Belknap and the surrounding country are thus described: "Young county is the extreme northwest county of the state. It was formed by the legislature of 1856-57 out of Cooke. Fort Belknap and the Indian Reservation are within its limits. Following the beaten track from Fort Graham in Hill county to Fort Belknap you will, after a tedious journey through the cross timbers, reach a range of rugged but open hills, with the Brazos meandering through the narrow valley. Fort Belknap may be seen in the distance. It is a situation of considerable importance, has a spacious magazine, comfortable quarters for the troops and buildings for the officers. Below the fort is a fine spring and a well of considerable depth, affording abundance of water. South of the fort half a mile is the county seat. Follow a trail from Fort Belknap about twelve miles in a southeast direction and you come to the villages of the Wacos and Tonkawas upon the Indian Reservation. At the distance of a mile is the large trading house of Charles Barnard and the residence of the Indian agent. Six miles further you come to the villages of the Delawares, Caddoes and Shawnees. The valley of the Clear Fork of the Brazos is already settled as far up as Camp Cooper. During the year 1856 about 2,500 acres of land were under cultivation in this county, and there are several thousand head of stock in the county. The market is good, but limited at present to Fort Belknap and Camp Cooper."

Soon after the establishment of Fort Belknap and Phantom Hill, a grand enterprise was inaugurated by the state and Federal Government in conjunction. It was thought that the native tribes of Texas were entitled to a domicile in the state on some of its vast unoccupied domain in order to reclaim them from the savage conditions by instruction in the arts of civilization. The Legislature set apart about fifty-five thousand acres of land to be reserved to the United States for this purpose. Two agencies were located, one the Brazos Agency on the main Brazos River close to Fort Belknap, and the other fifty miles southwest, on the Clear Fork, in Shackelford County. The latter agency was called Camp Cooper. All the Caddo tribes, together with the Nomadic and Pacific Tonkawas were placed upon the Brazos Agency. The southern Comanches, the dread scourge of the Texan frontier, were placed at Camp Cooper. This attempt at civilizing the Indian failed. Some reprobate Indians at the Reserve occasionally got away and indulged in a marauding expedition among the white settlements, and the crime when traced to the agency, because of the difficulty of fixing it upon the responsible parties, was laid to the whole tribe. Then, too, the robberies and murders committed by the wild tribes outside the Reservation confines were often charged to the agency tribes. Further, the reserves on the Clear Fork and the Brazos were located in a region possessing unexcelled grazing facilities, and the Texas stock raisers, in

constantly increasing numbers, braved the dangers of Indian attacks and brought their herds to fatten upon the rich pasturage. The reserve Indians were accused of committing depredations as well as the hostiles, and a conflict ensued in which a number were killed. The result was that the experiment of domiciling the Texas tribes within the state was abandoned, and in August, 1859, Maj. George H. Thomas of the United States army transferred the tribes to the Indian Territory. It was this removal which incensed the Texas Indians, and became the signal for the series of depredations which devastated the Texas frontier for many years.

With the beginning of the Civil war the western posts were abandoned, and that gave an opportunity for the Indians to press their attacks with greater vigor than ever. Under the Confederate government a regiment of troops was stationed on the frontier, but it was insufficient for adequate protection. Before the beginning of the war it was reported that the Indians had been scourging Young County and during the persistent warfare that followed the country was largely depopulated, and the settlements receded so far that Belknap was almost iso-



SHERMAN FEDERAL BUILDING

lated. In October, 1864, a large party of three or four hundred Indians raided the settlements adjacent to Fort Belknap and murdered several families and drove off a number of horses. That was probably the immediate cause for the abandonment of county organization.

Beside the military post at Fort Belknap the route of the Overland Southern Pacific Mail lay through Young County, and the line of stages went through Fort Belknap from 1858 until the opening of the war. Because of the military post and the location on this overland route, and notwithstanding that Young County was thirty or more miles west of Parker and Wise, it received a great influx of settlers throughout the '50s, so that for years afterwards it maintained its pre-eminence among the surrounding counties. A Belknap correspondent in 1859 says: "We have in town five dry goods stores, one hotel, several public buildings, two blacksmith shops, one wagon shop and 'nary' grocery."

The conditions following the war are described in the Texas Almanac for 1867: "Fort Belknap has long been a place of rendezvous for surveying, exploring and scouting parties. This county was included in

the Peters colony, and a great portion of its best lands were located by the Texan Immigration & Land Company. Young County was settled some five years in advance of the surrounding counties, but during the war became nearly depopulated." In the publication of election returns in 1871 Young was mentioned in a list of counties "once organized but now abandoned on account of Indian raids and not voting."

The progress of the county is indicated in its population statistics. In 1860 592 inhabitants were enumerated. By 1870 the population was only 135. During the succeeding ten years came the influx of permanent settlers, and by 1880 the population was 4,726; in 1890, 5,049; in 1900, 6,540; and in 1910, after the first railroad had penetrated the county, 13,657.

The closing phases in the career of old Fort Belknap are suggested in a brief newspaper item published in the spring of 1878: "Belknap, which once had fifteen business houses and a military post, now has three mercantile firms. The shattered walls of the old military buildings are monuments of its former activities." In the meantime another pioneer era had been inaugurated. Edwin S. Graham, a Kentuckian, came to Young County and in 1871 bought the old salt works on Salt Creek, where the manufacture of salt had been conducted in a crude way for several years. Mr. Graham and his brother installed improved machinery, brought the plant to a capacity of about twenty-five hundred pounds of salt per day, and the product was marketed in sacks and hauled east and south by freighting trains. After the salt business proved unprofitable, Mr. Graham invested heavily in Young County lands, and in 1872 laid out the Town of Graham, about ten miles east of old Belknap. Due largely to the enterprise of its founder, the town grew, and when the county was reorganized it was selected as the county seat. A traveler through Graham in the spring of 1876 speaks of the pasture lands all along his route from Jacksboro as being dotted with cattle, and here and there deer, antelope and turkeys, indicating how far the country was from being closely settled. In February, 1877, a writer says the buildings in town number over a hundred, while a year before there were only seven, and the industries were represented by a saw mill, flouring mill, cotton gin, salt works, etc. Graham was more fortunate than most frontier towns in respect to communication with the outside world, for, though no railroads reached there for many years, the military telegraph gave the citizens daily reports of current world events and was a convenience much appreciated by the townspeople. Scarcity of lumber interfered with building in Graham and all other West Texas towns. The first stage in the history of these towns might be referred to as the "Picket-house" stage. Rough shelters were built from upright pickets, plastered over with clay or mud, seldom boasting of anything better than a dirt floor. Then came brick and stone buildings, the abundance of stone making that material cheaper than lumber, which had to be transported from the Eastern Texas markets and which sold for almost fabulous prices. Thus the lumber for the schoolhouses in Graham was brought in by ox teams and wagons from Fort Worth.

Thirty years ago it was estimated that less than 3 per cent of the total area of the county was under cultivation. Young County was then and for a number of years afterwards one of the chief centers of the

Texas cattle industry, and it was at Graham in February, 1877, that the Cattle Raisers' Association of Texas was organized. A report on the county in 1882 mentioned the towns as Belknap, Graham, Farmer and Eliasville.

In founding his town on Salt Creek in 1872 Mr. Graham was led by the hope that the Texas & Pacific would be built through Young County. That line eventually passed about forty miles to the south, and Young County remained without a railroad until 1902, when the Rock Island was extended west from Jacksboro to Graham. By 1907 the Wichita Falls & Southern was completed from Wichita Falls south as far as Olney, and has since been extended to a terminus at Newcastle, in this county. About three or four years ago the Gulf, Texas & Western was built through the county from Seymour to Jacksboro. As a result of the building of railroads the economic activities of the county have been largely changed during the last decade. As already mentioned, population more than doubled, and most of the large ranches have been broken up and farming is now an important industry. A considerable quantity of land along the many streams in the county is irrigated. The county also has mineral resources. Seventeen miles southwest of Graham on Fish Creek is found the thickest vein of coal in the entire state. The salt deposits about Graham are no longer worked. The county also has several gas wells.

The last census report furnishes some statistics on the general agricultural development and conditions in the county during the last decade. Of the total area of 560,000 acres, 458,754 acres were reported as in farms or ranches, and of this about 132,000 acres were improved land. The amount of improved land in 1900 was 65,000 acres, about half the amount found ten years later. There were 1,796 farms enumerated in 1910, as compared with 899 in 1900. Live stock statistics: Cattle, 39,127; horses and mules, about 10,100; hogs, 6,121; and poultry, 54,635. The crops in 1909 were: Cotton, 50,776 acres; corn, 17,493 acres; hay and forage crops, 6,426; wheat, 4,082; oats, 1,374 acres; kafir corn and milo maize, 1,297 acres. About thirty-nine thousand orchard fruit trees were enumerated, and about nine thousand pecan trees.

As a result of railroads several new towns have sprung up. Graham, the old county seat, is still the metropolis, and its population in 1890 was 667, in 1900, 878, and in 1910, 1,569. The second town is Olney, which was first the terminus of the Wichita Falls & Southern, and is now the junction point of that road and the Gulf, Texas & Western. Its population in 1910 was 1,095. Other towns are Orth, Jean, Loving, Newcastle and Dakin.

In 1870 Young County's taxable values amounted to only \$42,251; in 1882, \$1,498,880; in 1903, \$2,989,605; and in 1913, \$8,179,578.

COOKE COUNTY

One of the foremost agricultural and horticultural counties of north Texas, Cooke County became settled up during the decade of the '70s, and for more than thirty years its population has kept within the twenty thousands. The county was created by the Legislature in 1848 and organized in the following year, and in 1850 its population was a little more

than two hundred. Cooke County is near the northeast corner of the original Peters colony grant and its first settlers were Peters colonists. The pioneers began coming into the county about 1845. Gainesville was settled in 1848, and was selected as the county seat, and in 1856 was the only postoffice in the county. As the Red River forms the northern boundary and north of that was formerly the Indian Territory, the inhabitants were especially exposed to Indian attack for many years, particularly during the Civil war decade. In December, 1863, a raid into Cooke County resulted in the death of nine citizens and three soldiers, also the wounding of three soldiers and four citizens and ten houses were burned and also a great quantity of grain. A number of the citizens left their homes and moved farther east, some in a destitute condition, without bedding or change of clothing. All the houses in Gainesville were crowded with refugees from the north and west part of the county. It was in 1868 that the Comanches made their last raid into Cooke and Denton counties. Thus to a large degree the progress which had been made before the war was lost, and the old and new settlers who returned during the late '60s found the fields almost in their virgin condition, and the work of development had to be begun over again. During the '50s Cooke County was one of the large centers for the growing of wheat in north Texas, and in 1856 it was estimated that about twenty thousand acres were in that crop.

By 1870 Cooke County had a population of 5,315; then followed the years of rapid settlement, and by 1880 the population was 20,391; by 1890, 24,696; in 1900, 27,494; and the first decade of the present century was marked by a decrease, the census figures of population being 26,603. Cooke County is the home of a considerable number of thrifty German people, and the last census reported over one thousand inhabitants of that race.

The first railroad penetrating Cooke County was a branch of what is now the Missouri, Kansas & Texas. It was first built under the name of Denison & Pacific Railroad, west from Denison, and reached Gainesville by November, 1879. About the same time a telegraph line was put in operation between Denison and Gainesville. Gainesville thus became the commercial metropolis for Cooke and several other counties and also for the Chickasaw Nation of Indian Territory. Soon after the first railroad reached the town it began building rapidly, and in a few years claimed a population of 5,000 and was a considerable manufacturing and trade center. In 1886-87 the Gulf, Colorado & Santa Fe Railroad was extended north from Fort Worth to Gainesville, and subsequently construction work was extended north through the Indian Territory.

A report on the county in 1882 estimated that about one-fifteenth of the arable land was in cultivation, while the one most profitable industry was stock raising, and the county then had in round numbers about 40,000 cattle, 10,000 horses and mules, 6,000 sheep and 12,000 hogs. The following paragraph from the report refers to the railroads and towns and school facilities. "The Denison & Pacific branch of the Missouri Pacific railway, in operation to Gainesville, is projected westward through the county. Gainesville, the county seat and principal station on that road, has 4,000 inhabitants and an annual trade of six million dollars. Custer

City, Dexter, Rosston, Maryville, Valley View and Colesville are villages with from 100 to 300 inhabitants and each with a good local trade. There are 87 public free schools in the county with a scholastic population of 3,300, and these are taught four and half months in the year. A handsome and substantial public free school building, with a capacity of 600 pupils, and supplied with the most approved outfit of globes, apparatus and other conveniences, has been erected in Gainesville, and the school put in operation on the basis of a ten month's term."

Gainesville in 1890 had a population of 6,594; in 1900, 7,874; and in 1910, 7,624. As a city its chief importance is derived from its position on two railway lines and as the trading point for a large and prosperous country surrounding. It has several factories of iron and machinery products, a canning factory, creamery, broom factory, cotton gins and oil mills, flouring mills, a brick plant to utilize the beds of brick clay in the vicinity, and in 1909 the total output of Gainesville factories was estimated at over one and a third millions of dollars. Besides Gaines-



SCOTTISH RITE CATHEDRAL, DALLAS

ville the chief towns some of which have developed in recent years and others dating back to the '60s and '70s, are Valley View, Windsor, Fair Plains, Maryville, Muenster, Myra, Lindsey, Woodbine and Dexter.

Cooke County has done much in recent years to improve its highways, and now has more than a hundred miles of paved roadway. While for many years its agriculture has been important, the farmers have done much to diversify their industries and in the vicinity of the towns and cities fruit and truck growing is a large and profitable resource. The fruit country is in the cross timber section of the county, where the soil is especially adapted to fruit. In spite of the long continued efforts of farmers in the county for more than forty years, this county still has a great amount of virgin soil, and while fully three-fourths of the county is tillable, little more than a half has been brought under cultivation. The total area of the county is 577,280 acres, of which 500,129 acres were included in farms at the last census. The amount of "improved land" in 1910 was about 250,000 acres, as compared with about

225,000 acres in 1900. The number of farms increased from 3,307 in 1900 to 3,438 in 1910. A survey of the chief resources of the county on the farms is found in the statistics furnished by the last census. There were 29,695 cattle; about 15,500 horses and mules; 19,244 hogs; and 142,226 poultry. The acreage planted in corn, the chief crops, in 1909 was 80,360; in cotton, 73,741; in wheat, 16,807; in oats, 13,142; in hay, 13,823. With a much smaller acreage some of the minor crops usually classed as truck have a large proportionate value. About 2,000 acres were planted in potatoes, sweet potatoes and other vegetables, several hundred acres in peanuts, alfalfa is a valuable crop, especially along the bottom lands, and in 1910 about 145,000 orchard fruit trees were enumerated, besides about 17,000 grape vines.

In 1870 the taxable value of property in the county was \$863,629; in 1882, \$3,674,770; in 1903, \$8,321,820; and in 1913, \$16,471,897. Thus the increase of material wealth nearly doubled in the last ten years, although population remained about stationary.

DENTON COUNTY

This county, situated south of Cooke and north of Tarrant and Dallas, was first settled during the early '40s. The county was created from Fannin in 1846 and a county government organized in July of that year. The first county seat was at the old town of Alton, six miles from the present county town of Denton. By 1850 Denton County had a population of 641. In Braman's "Information About Texas" is the following description pertaining to the county in 1858: "This is a new county in the extreme northern part of the state. It is a good grain and fruit region; surface level and easy to cultivate, being divided into prairie and timber; frequently large crops of wheat and corn have been planted, with only the assistance of one horse and a plow to break the soil. Denton is the name of the county seat, which is situated six miles west of Alton, the former county town; it is a delightful place, located in a neck of prairie, connecting with the Grand prairie. There are 600 voters in this county. This county has good cattle and hog ranges; being situated in the 'cross timber' country, there is a superabundance of mast and hogs fatten on it without an ear of corn." Some of the older centers of settlement in the county are indicated by the post-offices existing in 1856: Clear Creek, Alton, Denton, Little Elm, Mud Springs and Pilot Point.

Denton County lay in the path of Indian raids during the late '50s and '60s, but recovered rather more rapidly than other sections, and by 1870, when still isolated from railroad transportation, its population was 7,251. The population for succeeding decades has been: In 1880, 18,143; in 1890, 21,289; in 1900, 28,318; and in 1910, 31,258. The two principal towns of the county are Denton and Pilot Point. The population of Denton in 1890 was 2,558; in 1900, 4,187; and in 1910, 4,732. Pilot Point had a population in 1910 of 1,371. Denton is one of the progressive small cities in north Texas, and besides its commercial interests has fame as an educational center, being the site of the College of Industrial Arts and of the North Texas Normal School.

Denton County has several railways. Under the name Dallas & Wichita Railroad the line of the Missouri, Kansas & Texas was built from Dallas as far as Lewisville in 1874 and completed to Denton in 1880. Also in 1880 was constructed what was known as the Trans-Continental Division of the Texas & Pacific from Sherman to Fort Worth, and both the Texas & Pacific and Missouri, Kansas & Texas have used that line into Fort Worth from Whitesboro, passing through Denton. The Santa Fe line from Fort Worth to Gainesville was built in 1887. In 1901 the Frisco built its road from Sherman through the southeastern corner of Denton County. A report on the county in 1882 mentioned as stations on the Texas & Pacific the towns of Pilot Point, Denton, Aubrey and Roanoke. On the Dallas and Wichita was the station Lewisville, and other small villages were Bolivar, Argyle, Elizabeth and Stoney. At that time the wheat crop was marketed chiefly at the five flouring mills in the county, and there were seven lumber mills in operation.

The assessed value of property in Denton County in 1870 was \$1,577,-628; in 1882, \$4,723,676; in 1903, \$8,624,915; and in 1913, \$19,398,170. During the last ten years the county has more than doubled in taxable property.

With nearly two-thirds of its area high rolling prairie, and with a wide belt of woodland known as the lower cross-timbers running north and south through the county, Denton County presents a diversity of agricultural resources such as to give it prominence as a productive center, although the possibilities have been by no means realized. The variety of soils permit specializing in grain, cotton, fruit and vegetables, conditions being most favorable for diversifying with all field crops and to livestock farming. The county possesses many fine stock farms, the cross timber belt is famous for its fruit, and the presence of nearby markets at Dallas and Fort Worth has stimulated the growing of vegetables and the raising of poultry. Thirty years ago the county was one of the largest live stock centers in north Texas, and had in 1882 about 45,000 cattle, 14,000 horses and mules, 7,000 sheep and 14,000 hogs. Since then the range cattle have been displaced by graded stock, and on the stock farms Shorthorn is the favorite cattle, and at the dairy farms the Jersey breed has been chiefly introduced. * Several creameries are operated in the county. Denton County has also become noted for its fine horses and mules. Some figures concerning the live stock interests and agriculture are furnished by the last census report. The total area of the county is 609,280 acres, of which the census reported 540,380 acres in farms. The amount of "improved land" increased from about 286,000 acres in 1900 to about 343,000 acres by 1910, and in the same time the number of farms rose from 3,699 to 4,303. Of live stock, there were 27,372 cattle; about 19,000 horses and mules; 19,411 hogs; 9,839 sheep; and 160,370 poultry. The acreage planted in the chief crops in 1909 was: Cotton, 113,554; corn, 91,344; wheat, 35,279; oats, 13,120; hay and forage crops, including a considerable acreage of alfalfa, 4,926; peanuts, 541; potatoes, sweet potatoes and other vegetables, about 1,000 acres; while about 84,000 orchard fruit trees were enumerated and about 19,000 grape vines.

GRAYSON COUNTY

In the development and extent of its resources, whether agricultural or commercial and industrial, land value, in population, Grayson for a number of years ranked as one of the foremost counties of Texas. Though the county has two important cities and a number of thriving towns, more than half its total population is found in the rural districts, and few sections of the state present a better general development and higher standards in country life than Grayson County.

Grayson County was in the northeast corner of the old Peters Colony grant, and under the auspices of that grant settlement began in the early '40s. The first surveys were made during the winter of 1841-42, and the first settlers arrived soon afterward. The personal narrative of one of these pioneers may be quoted in part for information bearing upon the early settlement of both Grayson and adjoining counties: "We came overland in wagons—for of course there were no railroads—and reached the cross timbers near the western edge of the present Grayson County—it was Fannin County then—a few miles south of the present town of Whitesboro on the evening of November 24, 1845. There were then six families living along the edge of the cross timbers. The colony lands were settled only along the border, although a great many families had come in since the first surveys were made. From our place of settlement it was twenty miles to the house of the next settler, near where Sherman is now located, and we had to go for our mail to Preston, in the bend of the Red River, about at the corner of the Peters Colony grant. Near the present Denison was a big plantation belonging to a Mr. Mitchell, who had a lot of darkies to cultivate his crops, and who had on his place the first flour mill in the county, and later a cotton gin, and I have hauled corn there to be ground. Over on the west there was nothing that you could call settlements and no towns. To the south near the present site of McKinney was a little hamlet called Buckner, and it was there that Agent Hedgecock of the Peters Colony had his headquarters when I came to the country. Also there was Alton, the seat of Denton county, about six miles from the present Denton. Then further to the southwest was Dallas, with only a few families and a store or two along the Trinity River. Cedar Springs was its postoffice then. There were five families in our company, and fresh parties came in so frequently during that and the following year that in 1846 Grayson County was organized. The county seat was built at a point four or five miles west of where it now is, but in 1848 T. J. Shannon, who had been elected to the legislature from this county in 1847, succeeded in getting the official center moved to where it now is, it being located on his land."

By 1850 Grayson County had a population of 2,008, and came next to Dallas County in north Texas. At that time it was estimated that nearly six thousand acres of land were in cultivation, being nearly 20 per cent of all the land brought under the plow in this section of north Texas. Development was very rapid during the following decade, and one of the most important towns not only in that county but in all north Texas at that time was Preston on the Red River. Preston in 1858 became one of the divisional points on the great overland stage route,

which operated a line of mail stages through north and west Texas to California.

Owing to its comparatively large and well established population, Grayson County suffered little from the Indian hostilities of the '60s, though the county had its share in the general economic depression caused by the war between the states and the consequent reconstruction era. The Texas almanac for 1867 said of the county: "The county seat, Sherman, is a small town with two churches and one fine school established and supported by the Odd Fellows. Schools and churches are found in various parts of the county. The negroes do tolerably well. There have been few if any federal troops in this county. The number of negroes has diminished by their leaving and going north." The Sherman Courier for May 11, 1876, said; "Were it not that we are continually reminded by the newspapers that we are under military rule, we would forget that such an institution exists so far as Grayson County is concerned, although about one hundred troops are quartered in the town."



GROUP OF DALLAS SKYSCRAPERS

By 1870, Grayson County had a population of 14,387. The following decade saw the construction of the first great trunk line across the Red River through this county, and as a result of that and the general immigration into all parts of north Texas during that decade the population rose by 1880 to 38,108. Population since then has increased from 52,211 in 1890, to 63,661 in 1900, and 65,996 in 1910.

On January 1, 1873, the Houston & Texas Central, which had been in course of construction from Southern Texas since the close of the Civil war, was finished to its northern terminus at Denison. In the last months of 1872, the Missouri, Kansas & Texas, the first railroad to reach Texas from the north, and which for the preceding two years has been in course of construction across Indian Territory, crossed the Red River and halted in a cornfield four miles south of the river in Grayson County. Around this terminus, to which trains began to be operated on the first of the following January, sprang into existence the

Town of Denison. During the following years of the same decade the Trans-Continental Division of the Texas & Pacific was completed from Texarkana to Sherman, and in 1880 was continued on to Fort Worth. During the winter of 1878-79 what was at first known as the Denison & Pacific began building from Denison west, being completed to Whitesboro in March, 1879, and to Gainesville in the course of the same year. This road in 1880 became the property of the Missouri, Kansas & Texas. In 1877-78 the Denison & Southeastern was completed from Denison to Greenville, and was soon afterwards also acquired by the Missouri, Kansas & Texas. Thus by 1882 Grayson County had more than a hundred miles of railway trackage and about thirteen railway stations within its limits. In 1887-88 the St. Louis Southwestern, or the Cotton Belt, was built from Eastern Texas to Sherman. The Frisco Railway subsequently crossed the Red River and reached Denison, and in 1901 the Red River, Texas & Southern Railway was chartered by the Frisco interests, and constructed a line from Sherman through Carrollton, and thence to Fort Worth. The transportation facilities of Grayson County now comprise the Houston & Texas Central and the Missouri, Kansas & Texas with various branch lines, the St. Louis Southwestern, the Frisco, the Texas & Pacific, the Denison & Pacific Suburban, the Denison, Bonham & New Orleans, the Missouri, Oklahoma & Gulf, the Gulf, Colorado & Santa Fe, and also the interurban lines of the Texas Traction Company, running from Denison through Sherman to Dallas. These railroads both directly and indirectly have contributed to the upbuilding of towns, to the manufacturing and agricultural industry, and the cities of Denison and Sherman have owed a great part of their prosperity to the transportation interests. This is particularly true of Denison, which was founded as a railroad town, and the five railroad companies now contribute a monthly payroll of about three hundred thousand dollars to the inhabitants of that city. Denison has the general offices of transportation and mechanical departments of the Missouri, Kansas & Texas system, and is the division terminal point and the seat of immense railroad and car shops. The Frisco Railway Company has shops and yards at Sherman, and employs about four hundred men.

All the important towns of Grayson County are now located along the different lines of railway. It will be of interest to note the post-offices in 1858, which were: Basin Springs, Clayton, Ferguson's, Kentucky Town, Pilot Grove, Sherman, Springville and Woodboro. Of these only Sherman has retained an importance among the county towns. Grayson County has two cities, Sherman and Denison, and among its larger towns are Whitewright, Van Alstyne, Whitesboro, Howe, Collinsville, Pottsboro, Tioga and Bells. The population of Sherman in 1890 was 7,335; in 1900, 10,243; and in 1910, 12,412. Denison in 1890 had a population of 10,958; in 1900, 11,807; and in 1910, 13,632. The population of other towns for the three census years of 1890, 1900 and 1910 is as follows: Whitewright, 880, 1,804 and 1,563; Howe, 284, 531, 581; Van Alstyne, 737, 1,940, and 1441; Collinsville, 332, 666, 791; Whitesboro, 1,170, 1,243 and 1,219; Pottsboro, 286, 400 and 313; Tioga had a population in 1910 of 797.

The assessed value of property in Grayson County in 1870 was \$2,-120,860; in 1882, \$8,111,428; in 1903, \$21,393,073; and in 1913, \$45,-521,022.

In 1882 it was estimated that about half the land of the county was under fence and a third in cultivation. At that time the process which is now the most conspicuous feature of the west Texas counties was well under way in Grayson, the farms being multiplied and the area of pasture lands being reduced, resulting in a combination of stock raising with general agriculture. At that time Grayson County had about 38,000 cattle, 14,000 horses and mules, 18,000 hogs, and 5,000 sheep. While the numbers of live stock has since decreased, the grade has been so much improved that live stock raising is now far more profitable than it was thirty years ago. Some of the finest cattle, horses and hogs in Texas come from Grayson County. The last census reported 23,436 cattle, about 21,000 horses and mules, 28,884 hogs, and 225,905 poultry. This is one of the leading poultry sections of the state. Grayson County's area comprises 602,880 acres, and at the last census 553,527 acres were included in farms. The amount of "improved land" at that time was about 403,000 acres, more than two-thirds of the total land area. At the preceding census about 363,000 acres were so classified. The number of farms in the county in 1910 was 5,720, about the same number as in 1900. The principal crops, as indicated by the acreage planted in 1909, were: Corn, 131,903 acres; cotton, 109,362 acres; oats, 49,120 acres; wheat, 8,759 acres; hay and forage crops, 14,495 acres, including over 2,000 acres of alfalfa; peanuts, 979 acres; potatoes, 574 acres; sweet potatoes, 713 acres; other vegetables, 2,081 acres. About 231,000 orchard fruit trees were enumerated, and about 50,000 grape vines.

The statistical report on the county in 1882 gave the following information about the towns of the county: "Sherman, with a population of about 8,000 has many well built blocks of substantial business houses, a courthouse constructed of stone at a cost of \$30,000, an elegant opera house, a number of spacious churches, a street railway line, gas works in operation, and many handsome private residences. Denison, a thriving progressive city of ten years growth and about 7,000 inhabitants is the center of a large and growing trade and is rapidly increasing in population and commercial importance. Whitesboro, in the western part of the county, is a town of about 1,000 inhabitants, and the point of intersection of the Denison & Pacific and the Trans-Continental Division of the Texas & Pacific running to Denton & Fort Worth. There are in the county a number of other small but prosperous villages, each with a good local trade. Denison, Sherman and Whitesboro have each a system of city free schools in successful operation. In Sherman are located two colleges, both of which are under the management of a competent corps of teachers and are well sustained." At that time the chief manufacturing interests of the county were represented by eight flouring mills and seven sawmills. In earlier years the county had a good deal of timber, and one important product was the Bois d'Arc paving block, a material of great popularity for some years in the paving of city streets. Grayson County's manufacturing statistics would now include a great range of industries and would represent many millions of capital invested. Sherman claims importance as a mill and grain center, with four large flouring mills, has a cotton-seed oil mill and cotton oil refinery, and a number of smaller industries, is also a

center for the wholesale grocery and hardware trade, and through its radiating railways has strategic importance as a shipping center. The City of Denison, besides its immense railway interests, claims the largest coffee roasting plant in the Southwest, the second largest creosoting plant in the world, the largest cotton mill in Texas, the largest peanut factory in the South, and a number of other manufacturing and milling interests. While Denison has placed its chief dependence on its railway shops and industrial activities, Sherman has long enjoyed a claim as one of the chief centers of culture in the state. It has six public schools, is also the seat of the North Texas Female College, the Austin College, the Carr-Burdette College, the St. Joseph's Academy, the North Texas Conservatory of Music and other schools.

DALLAS COUNTY

Dallas County was included within the Peters Colony grant of 1841, and its first settler came in that year. The county was created March 20, 1846, and the first election for county officers was held on July 13th of the same year. There were three places that aspired for the distinction of the county seat, Cedar Springs, Hord's Ridge (now Oak Cliff) and Dallas. Dallas won by a few votes over Hord's Ridge.

In 1850 Dallas County had a population of 2,943. Its growth was comparatively slow during the succeeding two decades, and the population in 1870 was 13,314, about the same as the population of Grayson County in that year. Dallas City became a railroad center during the '70s, and as a result of the development which followed population in the county rose to 33,488 by 1880; in 1890, 67,042; in 1900, 82,726; and in 1910, 135,748. In 1880 the assessed value of taxable property in the county was \$3,493,577 in 1882, \$10,619,090; in 1903, \$38,652,720; and in 1913, \$129,550,350. These figures make the county the wealthiest in Texas, surpassing the assessed valuation for Bexar, containing the City of San Antonio, and Harris, containing the City of Houston.

Outside of Dallas City, which contained about three-fourths of the population of the county, the important interests are largely agricultural. Thirty years ago it was estimated that about one-fifth of the land was in cultivation. However, at that time the country was occupied by farmers rather than by stockmen, and agriculture was well developed. According to the last census, 492,888 acres out of the total area of 549,760 acres were included in farms, and of this about 353,000 acres were "improved land," as compared with about 294,000 acres so classified in 1900. The number of farms in Dallas County in 1910, was 5,284, as compared with 4,909 at the preceding census. Livestock and agricultural interests were indicated by the following statistics. The number of cattle, 24,631; horses and mules, about 21,000; hogs, 22,455; sheep, 9,769; and poultry, 181,671. The acreage in cotton in 1909 was 150,364; in corn, 73,180; in hay and forage crops, 14,738; in oats, 10,204; in wheat, 3,793; while about 3,000 acres were planted in potatoes, sweet potatoes and vegetables, a considerable acreage in peanuts, and the county in general has a wide variety of agricultural products. The fruit interests are indicated by the enumeration of about 124,000 orchard fruit trees, besides some 11,000 pecan trees. The many railroads and

excellent public highways give the Dallas County farmers splendid transportation to an unexcelled market close at hand. Hence Dallas County lands command a high price. In order to supply the large population of Dallas City, the dairy, poultry and truck industry has assumed large proportions. This is one of the leading counties in the construction of good roads, and outside the city are about four hundred miles of improved highways.

Outside of Dallas City the principal towns are Lancaster, Garland, Grand Prairie, Mesquite, Cement, Hutchins, Richardson, Carrollton, Farmers Ranch, Wilmer, Cedar Hill, Duncanville, Kleberg and Irving. Lancaster in 1890 has a population of 741; in 1900, 1,045; in 1910, 1,115; Garland in 1890 was a town of 478, in 1900, 819, and in 1910, 804. Mesquite's population in 1890 was 135, in 1900, 406, and 1910, 687. Grand Prairie had 994 inhabitants in 1910, while Cement had a population of 503. Lancaster is one of the older towns of Dallas



DALLAS PUBLIC LIBRARY

County, located fourteen miles south of Dallas City. During the war it was the seat of several factories maintained by the Confederate Government. The Town of Cedar Hill ranks second in age among the towns of the county. Garland, seventeen miles northeast of Dallas, originated with the building of the Santa Fe railroad in 1886. In that vicinity was an older place called Duck Creek but the name of the railroad station was Embree. In a short time the Missouri, Kansas & Texas was constructed through the same locality, and the old Town of Duck Creek was revived. The rivalry continued some time, until finally the citizens of both places agreed to a change of the postoffice to the name of Garland, located on the site of original Duck Creek, and after that the village of Embree gradually declined. The Town of Mesquite was established in 1872 twelve miles east of Dallas as a railroad station on the Texas & Pacific railroad. Richardson grew up as a town about a railroad station established in 1872 on the Houston & Texas Central, eleven miles northeast of Dallas.

THE CITY OF DALLAS

In the true substance, the proportion and the power of a great city, Dallas has first rank in Texas, and all things considered is pre-eminent among the cities of the Southwest. San Antonio leads in point of population; Houston has a key position with respect to transportation facilities; Galveston is the greatest port city; Fort Worth is the leading livestock market and packing center; while El Paso has distinctive characteristics as a border city and in the great mining district of the extreme Southwest. But Dallas has symmetrical proportion of resources, and its power could not be properly estimated except by the enumeration of all its varied advantages. There is probably more financial power centered there than in any other city of the Southwest; the capital and enterprise that move business and industry in remote districts originate in Dallas; it is the home of more representative and greater aggregate of wholesale houses than any other Texas city; it is one of the chief railroad centers of the state; as a municipality it has the solidity and breadth of the well improved, progressive American large city; it has institutions and culture that readily give an atmosphere distinctive from other Texas centers of population and business.

While the first settlement was made at "the Forks of the Trinity" more than seventy years ago, for nearly thirty years Dallas was on or close to the frontier and had only the ordinary activities of the inland Texas town. In 1870, when the total population of the county was a little more than 13,000, the precinct which contained the Town of Dallas had 2,960 inhabitants. It was during the decade of the '70s that Dallas became a city in point of population and commercial enterprise. In 1880 its population was 10,358, and since then its size, measured by the number of inhabitants, has been steadily growing. Its population in 1890 was 38,067; in 1900, 42,638; and in 1910, 92,104. Since the taking of the last census the city has continued to expand, and it now claims over 120,000 population.

The first rude settlement in Dallas County was begun at the close of 1841 by John Neely Bryan, who built a small hut on the banks of the Trinity River. Dallas County was then contained in the jurisdiction of Nacogdoches County, and the nearest court up to 1846 was held in the Town of Nacogdoches, nearly two hundred miles away. In 1842 Bryan was joined by the families of John Beeman and Captain Gilbert, and up to 1846 only six families constituted the population of the little Dallas settlement. The first event to give permanence to the settlement was the choice of Dallas over its two rivals in the spring of 1846 as the county seat. On the public square a rough structure of cedar logs, with a puncheon floor and with split logs for seats, constituted the first courthouse. For two years after the establishment of the county seat there were only two stores in the village, and in 1849 the inhabitants numbered only fifty souls. At that time all merchandise, groceries and supplies of all kinds, were hauled from Houston and Jefferson with ox teams. Trading became a regular business, and the charges were from three to five dollars per hundred weight. When the roads were good it required about four weeks to make the trip to and from Houston. A genial Dallas historian, the late Philip Lindsley, has said:



DALLAS COUNTY COURTHOUSE

"Life in Dallas in the early fifties moved on primitive lines. An old-fashioned hand mill, brought by one of the settlers in 1852 to grind the corn with, was in such demand that it was allotted to the applicants one day at a time. The principal meat was chicken, prairie hens and wild turkey. Wild hogs were killed in winter. Deer were plentiful, so were quail. A hundred of the latter could be caught almost any time in nets. The old beef tallow candle was much in evidence, with scissiors for snuffers. There was abundance of wild honey and the wax obtained from it was melted and skeins passed through it until it would absorb no more. The skeins were then wrapped around bottles with one end sticking up over its top, which when lighted gave a good light and was called wax tapers. As it burned low more of it was unwound. One sewing machine served the village for years. The pioneers of this decade were of the better class of farmers, chiefly from Kentucky, Illinois, Indiana, Missouri, Ohio, Tennessee, Alabama, Georgia and Mississippi, with a few from nearly every state in the Union and Europe. Peace, law, order, and neighborly kindness characterized them. A more kind or law-abiding people did not exist."

As this historian shows, the foundations of Dallas' growth and prosperity were not altogether location, railroads and other advantages, but to a large extent the fine character and enterprise of the citizenship. Dallas has always contained a goodly proportion of the ablest men in Texas, not only public men whose fame is widespread, but local business men and citizens whose work and character have been wrought into the fabric of the city's life from the earliest times. Due to the enterprise of such men the first manufacturing establishment in north Texas was founded in Dallas about 1850, a carriage and wagon shop, whose proprietor was a Frenchman. He brought skilled workmen from France and made wagons and carriages for all the farmers and planters of north Texas. No account of Dallas could omit mention of the old Dallas Herald, established in the fall of 1849, and for many years the leading newspaper of north Texas. In modern years an undertaking of surpassing prospective benefit to Dallas and vicinity has been the improvement of the Trinity River for navigation purposes. Early in the '50s Dallas business men occasionally used flat boats to transport cargoes to the Gulf, and the subject of improving the river was first investigated and reported on by the Federal Government in 1853. One of the greatest institutions of the day is the Dallas State Fair, and the county had a local exhibition of its products as far back as 1859. In 1859 Dallas had two hotels, two livery stables, two drug stores, seven mercantile stores, two brick yards, two blacksmith shops, one carriage factory, one jeweler, one insurance agency, one barber shop, two schools and two saloons. Outside of Dallas the county had more villages, hamlets and stores than any other county in the state. Among the first were Cedar Springs, Scyene and Cedar Hill. Already at that time Dallas was building up a flour and wool market, and Mexican carts came as far as from San Antonio to transport Dallas flour into southern Texas.

Throughout the Civil war Dallas County was never penetrated by the Federal soldiers, and the first northern troops to visit the county came in December, 1865. Dallas County furnished seven colonels to

the Confederate army, and many of the best men in this and other counties of north Texas were drawn away to fight on the great battle-fields of the South or to protect the frontier from the hostile Indians. In north Texas, the Civil war so far as military activity was concerned, was confined to the protection of the frontier and the chief results of that struggle were in the halting of the progressive movement which promised many splendid benefits for Dallas and other communities in this section of the state, and brought about an economic stringency the memory of which is still unpleasant among all the survivors of that period. The food commodities were restricted to the bare necessities afforded by the home garden, the corn or wheat patch, and only occasionally, after the war had fairly begun, did a load of coffee and other luxuries reach north Texas. Many north Texas women of that time drank a coffee made from parched wheat or chicory. The substitute for sugar was generally sorghum molasses. Two tables of prices published in the Dallas Herald, one in June 1861 and the other in September, 1863, show that the price of sugar rose from twelve to fifteen cents a pound at the former date to twenty to thirty-five cents a pound at the latter. Wheat was 60 cents a bushel in 1861 and \$2.50 a bushel in 1863. Flour was \$3.50 a hundred in 1861 and about eight dollars a hundred in 1863. The cost of other provisions rose in about the same proportion. The Dallas Herald at the beginning of the war was printed on a large folio, but in a short time the size was reduced to a single sheet, about half the original measurement, small type was used, publication was finally suspended for lack of paper, and some of the issues of later date were printed on small sheets of tissue paper. These are only a few facts to suggest the economic conditions in Dallas and other portions of north Texas during war times.

After the war came the period of reconstruction, and for a time the best citizens of Dallas County were disenfranchised and shut out from participation in local government. In 1868 almost as many negroes as whites voted in Dallas County on the subject of a constitutional convention. The era of reconstruction continued in Dallas and elsewhere in fact in Texas until 1873, but in spite of the severe political handicaps the city was at the beginning of a new epoch.

At the beginning of the war the Houston & Texas Central Railroad was in operation from Houston as far as Millican, and a line of tri-weekly stages connected that terminus with Dallas and other north Texas points. A line called the Southern Pacific was in operation from Shreveport, Louisiana, as far as Marshall, Texas, and some construction work had begun on the Memphis, El Paso & Pacific out of Texarkana. By 1870 the old Southern Pacific was extended west from Marshall to Longview, and the Memphis, El Paso & Pacific was a hundred miles west of Texarkana. Both these roads were consolidated under the name Texas & Pacific Railway Company in March, 1872. In the meantime the Houston & Texas Central had been extended rapidly, reaching Corsicana in 1871, and on July 17, 1872, the first train arrived in the City of Dallas. Through the enterprise of Dallas citizens, headed by Commodore Duncan, the route of the Texas & Pacific was diverted from its original direction through Corsicana so as to intersect the Houston & Texas Central at Dallas. It was realized that the building of this

transcontinental road on the original plan would blight the prosperity of Dallas for some years to come and as a result of negotiations between Dallas citizens and the officials of the Texas Pacific, that road, instead of passing through Tyler and Corsicana, was surveyed directly from Marshall to Dallas. Thus the main line of the Texas & Pacific was completed to Dallas in 1873, and as a result of the financial panic of that year its westward progress was halted until 1876.

It was these railroads that gave the first great impetus to Dallas' growth. Improvement came rapidly, and the population of the city doubled during the year 1872. In that year a new iron bridge was constructed over the Trinity; a street railroad was in operation from the public square to the Union Depot, each of its two cars drawn by two small Mexican mules; the beginning of construction on the Dallas and Wichita railroad was made in November of that year and in 1876 the line penetrated Denton County. At that time the importance of Dallas as a wholesale center became firmly established, and the business district about the public square was thronged with freighting wagons that loaded with supplies for all parts of north and west Texas. During 1873 a new court house was completed at a cost of \$75,000, the Dallas Gas Works were erected, and the county purchased the bridge over the Trinity River and made it a public free bridge. Among other events of the middle '70s was the organization of a board of trade, the establishment of a Young Men's Christian Association, the organization of a county medical society, the organization of the North Texas Fair Association, which in subsequent years became one of the greatest factors in the upbuilding of the city, and the institution of a water-works system. The year 1876 witnessed more substantial improvements in Dallas than any previous year. A new railroad from the city was in course of construction, a new woolen mill was erected, a soap factory and cotton seed oil mill was established, a new line of street railway was under way, the water works were approaching completion, and Dallas was one of the chief distributing points for the great flood of immigration then coming into Texas from all directions. Like all new and growing cities, municipal improvements were backward. At that time and for years later not a single street was paved, and in rainy weather both the city and country roads were well nigh impassable. Of the city's commerce the historian already quoted said: "The streets of the young city now daily presented busy scenes. A special force of police was required to keep from congestion the immense concourse of wagons upon them. Much, in some instances all, the trade of the counties of Johnson, Ellis, Denton, Tarrant, Parker, Hill, Wise, Clay, Montague, Bosque, Erath, Eastland, Palo Pinto, Stephens, Young, Jack, Kaufman and Collin came to Dallas, numbering among them the richest and most rapidly improving counties in the state. Dallas was their distributing center. It now shipped forty thousand bales of cotton, worth \$2,400,000. Their wheat, wool, lumber, hide, cattle, corn, oats, barley and rye caused six million dollars to circulate within her trade boundaries. Her citizens took all this as a matter of course, but the stranger looked upon it all with wonder, and the strangers came by carloads, some to look on and leave, many to remain."

In 1877 Dallas had six flouring mills, two cotton compresses, two grain elevators, two foundries. There were six banks with an aggregate

capital of nearly five hundred thousand dollars, and gross average deposits of nearly one million. By 1880 Dallas had the letter carrier system, a salaried fire department, and a uniformed police. Improvements continued, and business firms began to erect more substantial buildings to replace the old one-story and somewhat primitive structures which had previously been the rule in the city. Up to that time, however, Dallas had erected no public school buildings. The first laundry in Dallas was put in operation about 1881. Early in 1881 a proposition was made to introduce electric lights but was openly ridiculed, though in about a year a plant was in operation for the generation of electricity for lighting purposes. Early in that decade the first paving, with Bois d'Arc blocks, was laid on Elm Street. In September, 1881, the Herald contained a brief review of the many evidences of Dallas' material prosperity. There were mentioned the two trunk lines of railway, one from the east to west, and about that time completed between Texas and the Pacific coast, and the other from the north to south, connecting Dallas not only with the Gulf coast but with the markets of the middle west and north. The Dallas & Wichita Railroad was then completed as far as Denton, while the Texas Trunk Railway was completed to Kaufman, and the Chicago, Texas & Mexican Central (now the Santa Fe) was being rapidly constructed. Dallas city had street railways, gas and water works, sixteen churches of every denomination, three schools in every ward, four banks with an aggregate annual business of thirty-seven million dollars, and a mercantile trade ramifying over all the country for a hundred miles or more in every direction.

A state publication in 1882, containing a report on Texas counties, said of Dallas: "The city of Dallas is eligibly located on the east bank of the Trinity river, and has many large and imposing churches, and other public buildings and handsome private residences. It is the great railway center of northern Texas, and has an estimated population at the present date of 18,000, and an estimated wholesale and retail trade in general merchandise of \$27,000,000 per annum. The trade of the city in cotton, grain and other productions of the surrounding country amount to about five million dollars annually, and in 1881 new buildings to the value of over \$500,000 were erected. Its manufacturing establishments consist of a cotton-seed oil mill, one of the largest in the state; the Dallas Car Works, for the manufacture of railway cars, wagons, carriages and furniture on a large scale; Trinity Iron and Brass Foundry, doing a business of \$150,000 per annum; two soap factories and a factory for making ice; one for baking powder, one for vinegar and champagne cider; a valve, a broom, and a wagon and carriage factory. Water works on the Holly system owned by the city is in successful operation. Electric lights have been introduced and are being rapidly adopted. The manufacture of cotton goods on a large scale is projected by a company already organized. The assessed value of real estate, merchandise and personal property in the city in 1872 was \$922,470. The assessment of 1882, showing an increase over five hundred per cent in ten years, shows an aggregate for real estate, merchandise and personal property of \$4,754,775. The city has recently provided for the building of four first-class public free school buildings, and having assumed control of her public schools

it is proposed to bring them up to the highest standard. There are also in the city a Roman Catholic convent, a college and several private schools."

At that time Dallas had the Houston & Texas Central, the Texas & Pacific, the Dallas & Wichita (subsequently acquired by the Missouri, Kansas & Texas), the Texas Trunk, now a part of the Texas & New Orleans, and the Chicago, Texas & Mexican Central to Cleburne, now a branch of the Santa Fe. By June, 1887, the Santa Fe was extended northeast to Paris. The line of the Missouri, Kansas & Texas from Dallas to Hillsboro was begun in 1886 under the name Dallas & Waco, and was constructed to Waxahachie by 1889 and completed to Hillsboro in 1891. The line of the Rock Island between Fort Worth and Dallas was opened in 1903. Besides its many steam railways Dallas is now the central point for a radiating system of electric interurban transportation, and every year sees important extensions to that system. About ten years ago the pioneer interurban of Texas was put in operation between Dallas and Fort Worth. For several years that was the only interurban line in the state, but the past five years have seen a rapid growth in interurban building. The line between Dallas and Sherman has been in operation for seven years, and within the last two or three years roads have been opened to Waco and Coriscana, and two lines are now under construction to the east, one to Greenville and one to Terrell.

As already noted, the assessed value of property in Dallas in 1872 was less than a million dollars. Ten years later the aggregate was nearly five millions. By 1890 this aggregate was increased to more than thirty-one million dollars, and the figures for 1905 were nearly forty millions of dollars. In 1913 the assessed valuation of property in the city was in round numbers one hundred and seven million dollars.

Dallas was incorporated as a town in 1856. A record of municipal improvement is meager until the decade of the '70s. Some of these improvements have already been noted. The original water works system, built by private parties, was bought by the city in 1881, and since then several millions of dollars have been invested in the improvement and extension of the water service. Originally the supply came from Browder's Springs, but in order to supply the needs of the larger city the waters from the Elm fork of the Trinity River were pumped into a storage basin six miles north of the city. In 1900 the annual gallon capacity of the water supply was about five hundred millions, and by 1913 the capacity had been increased to over twelve billion gallons. The paving and permanent improvement of streets began about 1880, and for some years the popular method of construction was with Bois d'Arc blocks of macadam. By 1900 Dallas had only seventeen miles of paved streets, and the most notable progress in this direction has been made since that year. By 1913, the city had 143 miles of paved streets, besides twenty-four miles in the various additions about the city. In 1900 the county had no paved roads, but by 1913 there were 480 miles of improved thoroughfares about the City of Dallas. Dallas now has many fine parks and pleasure grounds. The City Park was donated to the city by James Eakin about 1874, but the city did nothing to improve it until about 1882. In the subsequent thirty years, with the co-operation and urging of local newspapers and individual citizens, Dallas has greatly

extended its park system. In 1900 it had 145 acres in public parks, and in 1913 this area was increased to 713 acres. In the consideration of the various public utilities it is a matter of interest to note that the first telephone was put in operation in Dallas in 1881, about five years after that instrument was first publicly exhibited at the Philadelphia Centennial. By 1900 there were 3,700 telephones in use in the city, but that indispensable convenience has since been multiplied many times, and in 1913 the number of instruments in the city was 36,873. In April, 1906, Dallas citizens voted in favor of the elective commission form of government, and the new charter was granted by the Legislature the following session.

Early in the '80s, as already noted, Dallas took control of its public schools, and inaugurated the free school system with four ward schools. From 1884 until 1891 the value of school property increased from about \$32,000 to nearly \$300,000, the number of teachers from 23 to 82, and the number of buildings from 4 to 14. In 1900 Dallas had 15 school buildings, and employed a force of 124 teachers. In the development of the school system as in other departments of the city's life the years of the present century have witnessed a remarkable advance. In 1913 there were 33 public school buildings, nearly 400 teachers, and the value of school property was about \$1,600,000. Dallas is also the seat of St. Mary's College, an Episcopal school for girls; of the University of Dallas, formerly Holy Trinity College, a Catholic institution for men; the Ursuline Academy; of the Southern Methodist University (founded under this name in 1911); of several high-class medical schools, among them being the medical departments of the Southwestern and Baylor Universities; and several musical schools.

In the strength and influence of its moral and religious institutions Dallas measures well up to the standards implied by the first paragraph of this article. While no city of Texas has a finer array of beautiful church edifices, it is likewise true that in no other city of the state the church exerts a more direct and intimate influence on the daily life of the people. Several of the churches in Dallas rank in their respective denominations among the strongest churches of the South. Dallas is the home of three bishops, of the Catholic, the Episcopal and the Methodist churches. Of the various institutions that are under the direct auspices of Christian management should be mentioned the Dallas Y. M. C. A., which was first organized in 1885, and after being conducted for more than twenty years in restricted and inadequate quarters, a splendid new building was opened in May, 1909. During the early years of the city a library association was maintained, and since 1901 Dallas has had one of the best public libraries of the state. The handsome building was the gift of Andrew Carnegie, and was opened in 1901.

Among the great institutions of Dallas probably none has been a greater factor in behalf of the commercial development not only of this city but of all north Texas than the great Dallas State Fair. The Fair was organized and chartered in 1886, and it has been said that "since that time no one enterprise in the whole history of Dallas has brought and will continue to bring such lasting and material benefit to the City of Dallas and the State of Texas at large as this great State Fair of Texas." The Fair is now a great and valuable business institu-

tion, owning grounds of 137 acres and more than one and a quarter millions of dollars has been invested. Since 1886 the Fair has distributed more than a million dollars in premiums and purses. It has twelve reinforced concrete buildings of beautiful architecture. The Fair receives no aid from the state, and for a number of years has been a money making and going concern, all its profits being turned in to the further improvement and betterment of the grounds and extension of the service. For the past five years the State Fair has not had in any one season less than half a million paid admissions, and that fact alone indicates the well established popularity and the remarkable influence of this institution.

Dallas leads all Texas cities in manufacturing. Taking the figures of the last census, the number of industries increased from 177 in 1899 to 305 in 1909; the capital invested from \$6,464,000 in the former year to \$17,688,000 in 1909; the value of products from \$9,488,000 to \$26,959,000; the number of employes from 3,342 to 6,372; the annual payroll from \$1,838,000 to \$4,435,000. In 1909 Dallas factories produced more than half the leather goods manufactured in Texas, more than one fourth of the foundry and machine shop products, more than one-third of the copper, tin and sheet iron products, practically a fourth of the clothing and practically a fourth of the confectionery and bakery products; more than a fourth of the printing and publishing, and almost one-tenth of the total of all manufactured products in the state.

Closely connected with its importance as a manufacturing center is its wholesale trade. Many Texas cities have independent wholesale houses and branch establishments of corporations doing a national business, but none has such a varied and representative business of this character as Dallas. The first business to develop in Dallas on a large scale was the agricultural implement business on account of the fact that 85 per cent of the activity of the whole State of Texas and the southwest tributary to Dallas is agricultural. The Dallas Chamber of Commerce recently made the statement that there were twenty-six wholesale agricultural implement houses in Dallas, selling between thirty-five million and thirty-seven million dollars worth of implements every year. Nearly every large corporation in the United States manufacturing agricultural machinery has its branch houses in Dallas, and there are several independent concerns. Under the influence of the same conditions the harness and saddlery manufacturing and wholesale business grew up with its center at Dallas. Quoting again from the statement of the chamber of commerce: "With the growth of the country, the cultivation of additional land and the production of more wealth in the territory, there has been added to the Dallas market practically every line that is handled by any large city in the country. Dallas now is the largest implement, saddlery and harness, gin machinery, automobile, electrical supply, dry goods, millinery, boots and shoes, hats and gloves, clothing, paper, hardware, glass and paint distributing city west of the Mississippi and south of St. Louis." Dallas also claims to be the largest inland spot cotton market in the world, and the Dallas Cotton Exchange bought and sold of the 1912-13 crop 1,500,000 bales of spot cotton. Half of this great volume of transactions was financed by Dallas banks, and the resources of Dallas' financial institutions

in 1912 totalled more than forty-six millions of dollars. The chamber of commerce illustrates the strategic position of Dallas by drawing a circle with a radius of 100 miles about the city. The circumscribed area comprises only a little more than 10 per cent of the area of the state, but within that circle are found 25 per cent of the railroad mileage of the state; about 29 per cent of the assessed valuation of Texas; practically a third of the state's population; while the farms in that area produce about 43 per cent of the cotton and about 38 per cent of the total farm production of the state.

Without attempting to describe further the resources and institutions of Dallas, this sketch may be concluded by the quotation of another paragraph found in the literature of the chamber of commerce: "The reason for the existence of the City of Dallas is mainly on account of its being situated in the center of the black waxy land territory of Texas. Immediately surrounding the City of Dallas there has grown up in the past few years 1,257 cities, towns and villages, with a population of 1,641,000 that are now depending on the City of Dallas for a market and to Dallas they look as headquarters for everything, not only in lines of merchandise, but in those other things which every well formed and perfect city should give, namely: The best in education, culture, refinement and pleasure."

COLLIN COUNTY

Situated in the great agricultural belt of north Texas, Collin County's principal development and its largest resources are now in its farms. With a population of 50,000 three-fourths of its inhabitants are situated in the rural districts, and the county has developed no large cities, McKinney, the county seat, having a population of about five thousand. The county is immediately tributary to the great commercial City of Dallas, and there are numerous railroads and a large mileage of well improved country highways to carry the produce of the farms to the nearby markets

Collin County was included within the area of the old Peters colony and the first settlement was made by the Throckmorton family,—one member of which, G. W. Throckmorton, afterwards became a governor of the state,—at a point ten miles north of the present City of McKinney. This settlement was made in 1841, and in that vicinity was established the Town of Buckner, for some years the only village in Collin County. Collin County was created from Fannin County in 1840 and organized in the same year, and the first courthouse was at Buckner, but subsequently was removed to the center of the county and the new town took the name McKinney, Collin County received a large share of the immigration of the '50s, and being well within the line of the frontier its population remained comparatively secure during the decade of the Civil war. The population of the county in 1850 was 1,950. During the next twenty years the settlement was rapid, and the population in 1870 was 14,013; in 1880, 25,983; in 1890, 36,736; in 1900, 50,087; and in 1910, 49,021. The population is singularly free from foreign admixture, and the last census reported only about 2,200 negroes.

In 1856 the postoffices in Collin County were named Highland,

McKinney, Millwood, Plano, Rock Hill, Roseland, and Weston. Of these only three survive in the modern nomenclature of the county's important towns—McKinney, Plano and Weston. With the building of railroads, the complete occupation of the land by farmers, and the consequent shifting of population centers, the principal towns are now McKinney, Farmersville, Plano, Wylie, Nevada, Celina and Frisco, besides smaller villages at Princeton, Allen, Melissa, Prosper, Blue Ridge and Anna. In 1890 McKinney had a population of 2,489; in 1900, 4,342; and in 1910, 4,714. The population of other towns for the same years was: Farmersville, 1,093, 1,856, and 1,848; Plano, 842, 1,304, and 1,258; Wylie, 239, 773 and 620; Nevada, 247, 356 and 510. Celina had 724 inhabitants in 1910 and Frisco, 332.

Collin County now has the Houston & Texas Central, the Missouri, Kansas & Texas, the Gulf, Colorado & Santa Fe, the St. Louis Southwestern, the Frisco and the Texas Traction Company's Interurban. The first railroad was the Houston & Texas Central, which reached McKinney in 1872. The second road was known originally as the East Line and Red River Railroad, the construction of which began in 1876 at Jefferson in East Texas and was built as a narrow-gauge road from Jefferson to Greenville, and about 1881 was extended to McKinney. This road became a part of the Missouri, Kansas & Texas about 1884, and was then rebuilt with the standard gauge. During 1886-87 the line of the Santa Fe was built through the county from Dallas to Paris. About the same time the St. Louis Southwestern or Cotton Belt was constructed across the southern side of the county, and in 1901 the Frisco railroad was built from Sherman south to the west side of Collin County. The interurban line of the Texas Traction Company has been in operation through Collin County, between Dallas and Sherman, for about seven years.

In 1870 the assessed value of property in Collin County was \$4,114,160; in 1882, \$6,391,435; in 1903, \$13,176,320; and in 1913, \$27,829,119. The county became well settled in the course of the decade of the '70s, and in 1882 it was stated that in many sections the public highways were lined with a succession of well tilled farms or enclosed pastures. At that time about 150,000 acres were in cultivation, less than a quarter of the total area, but the county for some years had made a record for its wheat, cotton and other products. The open range was rapidly giving way to enclosed pastures and cultivated farms, and that process has continued until by the beginning of the present century there were very few ranches containing as much as three thousand acres and small farms are the rule. The livestock of the county in 1882 comprised about 30,000 cattle, 16,000 horses and mules, 18,000 hogs, and about 2,000 sheep and goats. The only manufacturing at that time was carried on by steam flouring mills, consuming the harvests of wheat. The chief towns of the county at that time, all railroad centers, were McKinney, Plano, Allen and Melissa, while on the new East Line & Red River Railway was Farmersville.

Besides its large variety of agricultural products, Collin County for some years has been a section devoted to the raising of high grade cattle, horses and mules and other classes of livestock. Some of the best breeding animals in this state have been supplied by Collin County.

The dairy industry has been developed, and the county has an important place in the Texas poultry business. The industrial statistics comprise many cotton gins, cotton-seed oil mills, a large cotton mill at McKinney and a number of flouring mills.

Situated in the black lands belt, Collin County furnished a splendid array of statistics on its agricultural and livestock interests. The total area of the county is 561,920 acres, of which 501,855 acres were reported in farms in 1910. The number of farms in 1900 was 6,551, and in 1910, 6,507. The amount of "improved land" increased from about 378,000 acres in 1900 to about 428,000 acres in 1910. The census enumerated 16,112 cattle; about 23,000 horses and mules; 31,496 hogs; 5,530 sheep; and 263,233 poultry. In 1909 the acreage planted in cotton was 164,956; in corn, 145,656; in oats, 27,068; in wheat, 15,082; in hay, 13,547, including about 4,700 acres in alfalfa, which in recent years has become one of the most valuable crops of the county; about 1,300 acres in potatoes, sweet potatoes and other vegetables; and the fruit industry, which has not had the development in this which is found in other counties in the same section, was measured by the enumeration of about 59,000 orchard fruit trees.

ROCKWALL COUNTY

The smallest county in the state, with an area only about one-sixth of the average county division in the eastern half of the state, Rockwall is a highly developed agricultural country, consisting of high rolling prairies with the black waxy soil predominating. One of the characteristics is the abundant springs of living water, and the county seat Town of Rockwall has a flowing artesian well. As the county adjoins Dallas County on the east, the development has been promoted by reason of the proximity to a large market, and in addition to the staple crops, the raising of fruit, vegetables, poultry and other specialized branches of farming is becoming more important each year.

Until 1873 Rockwall County was a part of Kaufman County, and was detached and organized at that time. One of the first settlements planted in the county was by the Heath family in 1846. The entire country was then a wilderness, and practically on the border line of civilization in northern Texas. About half a dozen other families settled in the same vicinity in the same year. The first postoffice ever established in what is now Rockwall County was kept at the Heath cabin and was known as Black Hill. The office was maintained under that name from 1849 until transferred to the new town of Rockwall in 1855. At the Heath settlement a small village grew up, still known under that name, and situated on the east fork of the Trinity River, which is the chief stream in Rockwall County.

At the first census after the organization of Rockwall County, 1880, the population was 2,984; in 1890, 5,972; in 1900, 8,531; and in 1910, 8,072. The negro population at the last census was 731, and this is one of the few counties in the state in which the negro population has increased during the last thirty years. About twenty-five years ago a branch of the Missouri, Kansas & Texas Railroad was constructed through the county from Dallas to Greenville, and that road furnishes

the railroad transportation for the county. Previously the nearest railway station was on the Texas & Pacific to the south. The two chief towns are located on this road, Rockwall and Royse City. Rockwall in 1890 had a population of 843, in 1900 of 1,245, and in 1910, of 1,136. Royse City's population in 1890 was 299, in 1900, 503, and in 1910, 1,210. Other towns are Fate, Heath, Chisholm, McLendons and Munson.

Rockwall County has long been esteemed for the fertility of its soil, and there is scarcely an acre of land not susceptible of cultivation. In 1882 it was estimated that a third of its area was in cultivation, and at the present time more than three-fourths of the total acreage is in an improved condition. The total area of Rockwall County is 95,360 acres, of which 84,317 acres were included in farms at the last census, and the amount of "improved land" at that time was about 71,000 acres, as compared with about 64,000 acres in 1900. In the same time the number of farms decreased from 1,090 in 1900 to 922 in 1910. The livestock interests in 1910 included 2,568 cattle, about 3,700 horses and mules, 3,534 hogs and 33,143 poultry. The acreage planted in the chief crops in 1909 was: Corn, 15,015; cotton, 41,950; oats, 2,456; hay and forage crops, 2,385; and a considerable acreage in wheat and about 150 acres in truck crops. The number of orchard fruit trees enumerated was about 8,000.

The value of taxable property in Rockwall County in 1882 was \$921,583; in 1903, \$2,603,290; and in 1913, \$5,185,248.

FANNIN COUNTY

This is one of the oldest counties in the state. It was created in 1837, the year after the establishment of the Texas Republic, and was organized in January, 1838. For many years its jurisdiction comprised many of the counties to the west, which were settled under the Peters colony grant and which were not created and organized for ten or more years after Fannin County. The northern boundary of Fannin County is the Red River. The first settlers came into that district before the Texas Revolution, and Fannin County marked the extreme western frontier of northeast Texas until the decade of the '40s. A large proportion of the pioneers were planters, from different states of the South, and the land along Red River was particularly available for the raising of cotton, corn and hogs. The bottoms in this county extend for an average distance of ten miles south of the river, and contain some of the most fertile lands in the state. There were a number of settlement centers along the river, including the old village of Tulip Bend. Some of the towns of the ante-bellum era are indicated by the postoffices in Fannin County in 1856, namely: Honey Grove, Licke, North Sulphur, Warren and Bonham, then as now the county seat. Fannin County was well settled before the war. While there were no railroads within hundreds of miles, the Red River offered an irregular means of transportation of products to the markets, while a large portion of supplies was brought in by overland freighting. The inhabitants lived a somewhat primitive existence, did what was called "patch farming" and allowed their livestock to run wild in the timber.

The population of Fannin County in 1870 was 13,207; in 1880,

25,501, of which 40 percent were of foreign birth or parentage and 31 percent negroes; in 1890, 38,709; in 1900, 51,793; and in 1910, 44,801, (5,366 negroes). In 1900 the county ranked seventh in point of population among the counties of the state. For a number of years the best lands have all been occupied, and the decrease in population is accounted for partly by the more or less general falling off in population in country districts in the older sections of the United States, and partly by the fact that few of the towns showed an increase during that decade. However, it is noteworthy that the amount of land in cultivation increased during the same decade, and in recent years the county has shared in the general movement for greater diversification in farming activities and a more substantial material prosperity in all directions. In 1870 the value of taxable property in the county was \$2,400,131; in 1882, \$5,148,300; in 1903, \$12,059,500; and in 1913, \$22,646,893.

About a third of the original area of the county is covered with heavy forest growth, largely of hard woods, including Bois d'Arc, walnut and oak. For many years the Bois d'Arc timber furnished material for an important industry. Thirty years ago the county supported a number of factories for wagons, carriages, furniture, sawmills and flouring mills, and at the present time this industry is still an important asset. In 1882 it was estimated that hardly a tenth of the arable lands of the county were in cultivation, and the inhabitants still depended on the older methods of farming and raising of stock. At that time the county had in round numbers about 32,000 cattle, 13,000 horses and mules, 25,000 hogs, and 7,000 sheep. The development since then is indicated by some figures from the last census report. While the number of farms in the county decreased from 7,202 in 1900 to 6,433, the amount of "improved land" increased from about 346,000 acres in the former year to about 371,000 acres in the latter. The area of the county is 536,320 acres, of which 477,796 acres were reported in farms at the last census. The livestock enumerated included 18,043 cattle; about 20,000 horses and mules; 27,063 hogs; and 241,376 poultry. Fannin County is one of the leading sections of the state in the raising of mules and hogs, and the poultry industry has been growing steadily. In agriculture cotton has always been the staple crop, and in 1909 155,898 acres were planted; next in importance is corn, to which crop 121,006 acres were planted in 1909; hay and forage crops, 15,850 acres, including about 1,900 acres in alfalfa, which has grown in favor over sorghum and millet crops among stock farmers; oats, 14,750 acres; wheat, 5,095 acres; peanuts, a crop with a limited acreage but of great value; and about 2,700 acres in potatoes, sweet potatoes and other vegetables. The fruit industry along the Red River has been developed on a systematic scale during the last fifteen or twenty years, and the last census reported about 138,000 orchard fruit trees besides a considerable acreage in small fruits. The berry crop in the county is said to be worth about \$10,000 annually to the growers.

The first railroad through Fannin County was the Trans-Continental Division of the Texas & Pacific, completed from Texarkana to Sherman about 1876. During 1877-78 the Denison & Southeastern was built from Denison to Greenville, crossing the southwest corner of Fannin County.

This road subsequently became a part of the Missouri, Kansas & Texas. About 1887 the St. Louis Southwestern Railway, the Cotton Belt, was constructed, and about the same time the Dallas-Paris Division of the Santa Fe. Some years later a branch of the Missouri, Kansas & Texas was built to Bonham. On the line of the Texas & Pacific the first towns to develop were Bonham, Honey Grove, Savoy and Dodd. Ladonia, now one of the principal towns of the county, was for a number of years a country village surrounded by a populous and thriving farming community, and eventually became a station on the Santa Fe and is now the junction point for the main line and the branch from Ladonia to Honey Grove. The chief towns of the county, with population statistics for the census years of 1890, 1900 and 1910 are as follows: Bonham, 3,361, 5,042, and 4,844; Honey Grove, 1,828, 2,483, and 2,300; Ladonia, 765, 1,409 and 1,293; Dodd, 333, 369 and 289; Savoy, 344, 343 and 328; Ravenna, 237, 290 and 280; Leonard, 392, 750 and 990. The Town of Trenton had a population of 420 in 1900 and 550 in 1910, while Ector was a town of 404 inhabitants in 1910. The county has a number



From the National Geographic Magazine

GATHERING STRAWBERRIES

of rural villages, which are centers for trading, church and school facilities to the country population. It should be mentioned that the Bonham High School was one of the first in the state to introduce agricultural training in its curriculum. A recent bulletin issued by the United States Department of Agriculture says: "The Bonham High School took advantage of the provisions for state aid for teaching agriculture, manual training and home economics, enlarged and equipped laboratories for the work, and purchased five and a half acres of land surrounding the school. The first-year students have complete charge of the school farm, and upon them rests the responsibility of preparing the ground, selecting the seed, planning the rotations and planting the various crops. They have five recitations from the text book in agriculture each week, and each afternoon one division of the class goes to the field."

ANDERSON COUNTY

While this county has a great variety of resources, its chief rank in recent years has been in horticulture, and it claims the honor of being "the home of the Elberta peach." The growing of fruits, especially peaches, was proved to be a profitable industry more than thirty years ago, but the industry has been on a commercial scale only for about ten or fifteen years, and it is said that few of the orchards in the county are over ten years old. While few counties of the state have more than a hundred thousand trees in "orchard fruits," Anderson County at the last census had about 243,000 trees in such fruit, and approximately 213,000 were classified as peach or nectarine. Associations have been organized to promote the interests of fruit growers and market the crops, and during a portion of the year the chief business of Anderson County people is the gathering, packing and shipping peaches and other fruits.

Hardly a third of the lands in the county are cultivated, and originally, with the exception of a few prairies, almost the entire surface was densely wooded. Along the Neches River, which forms the eastern boundary, there are extensive tracts of the short-leaf pine, and this timber together with large bodies of hardwood have long afforded resources for lumber manufacture. At the last census 3,773 farms were reported in Anderson County, as compared with 3,261 at the preceding census. The total area is approximately 600,320 acres, of which 375,929 acres were enclosed in farms, with about 172,000 acres in "improved land." The stock industry is combined with general farming, and, as in the case of most wooded counties, the raising of hogs constitutes an important asset. There were in 1910, 24,223 cattle; about 8,000 horses and mules; 25,941 hogs; and 92,736 poultry. Corn and cotton were the staple crops, 48,673 acres being planted to cotton in 1909, and 46,495 acres to corn. More than 1,100 acres were in potatoes and sweet potatoes, and over 900 acres in other vegetables. The growing of peanuts is a profitable resource, and the county also claims consideration for its hay and forage crop, and in the vicinity of Palestine is some orangeburg soil well adapted to the cultivation of tobacco.

Anderson County, lying between the Trinity and Neches rivers, was erected from a portion of Houston County, which lies to the south, on January 13, 1846. Its lands were originally covered by the Burnet grant of 1826, and a short time before the Texas Revolution the Galveston Bay Land & Colonization Company attempted to locate lands under that and other grants. While many land titles in Anderson County go back to those original grants, permanent settlement did not begin until after the Revolution. In 1836, within a few miles of the present site of Palestine, was established Fort Houston, which, until it was abandoned in 1841-42, was an important post in the upper Trinity country, and offered protection against the Cherokee and other Indian tribes until the removal of those Indians from Eastern Texas. When Anderson County was first created, it was proposed to call it Burnet County, with the county seat at Fort Houston. This name was changed to honor Kenneth L. Anderson, who had been vice president of the Texas Republic. The county seat was changed from Fort Houston to Palestine, at which point a store had been established in 1843, and which then

became the metropolis of the county. There were various other points in the county that became centers of population and some trade. One was Elkhart, in the southern part of the county, another was Mound Prairie, and still another was Tennessee Colony. The principal transportation was by the Trinity River, and steamboats navigated as far north as Anderson County until about 1873. Magnolia and Parker's Bluff in this county were river ports, the former finally yielding precedence to Tucker, a railroad station, and the latter transferring most of its population to Elkhart. The railroad town of Neches is in the vicinity of old Mound Prairie. Fosterville and Kickapoo were also ante-bellum villages. The first postoffice of the county was established at Palestine in March, 1847.

The railroad period in Anderson County began with the early '70s. The International Railroad began construction in 1870 at Hearne and was extended as far as Palestine in February, 1872, and completed to Longview by the close of the same year. The construction of the Houston & Great Northern Railroad was begun at Houston and extended north to Trinity by January of 1872, and to Palestine by November of the same year. In September, 1873, both these roads were consolidated under the name International & Great Northern. About the beginning of the present century the Texas & New Orleans Railroad was constructed across the northeast corner of the county, and about 1910 the Texas State Railroad was extended from Rusk to Palestine. As the junction point of the two original railroads comprising the International & Great Northern, Palestine became the general offices and division point and seat of the shops, and it is as a railroad town that Palestine has enjoyed its greatest prosperity.

The population of Anderson County in 1870 was 9,229; in 1880, 17,395; in 1890, 20,923; in 1900, 28,015; and in 1910, 29,650 (11,323 negroes). Taxable values in the county in 1870 were \$1,395,025; in 1881, \$2,685,650; in 1903, \$7,629,682; and in 1913, \$13,688,660. Besides the county's material resources in its agriculture and horticulture, its railroad activities at Palestine, the great wealth of timber still furnishes material for mills, and thirty years ago the county had a number of saw-mills, shingle and planing factories, and other industries dependent on the forest growth. The county also lies in the iron belt, and during the Civil war the iron deposits supplied raw material for the smelting furnaces in this part of the state. The mining of lignite is a local industry.

Some of the old centers of population in the county are recalled by a list of the postoffices in 1856: Palestine, Magnolia, Mound Prairie, Tennessee Colony, Kickapoo, Beaver, Bethel, Elkhart, Hendersonville, Louis, Roadville, Plenitude, and Marlowe's Mill. At the present time the important towns outside of Palestine are Elkhart, Frankston, Neches, Salt City and Herring.

The City of Palestine first owed its importance to the location of the county seat and then to the advent of the railway in 1872 and the establishment of the general offices of a large railway system. In 1880 its population was 2,997, in 1890, 5,838, in 1900, 8,297, and in 1910, 10,482. The progressive spirit shown in the city at the coming of the railway was manifested by the establishment of a waterworks system

in 1882, and it was one of the few cities of the state at that time to enjoy such facilities. Other improvements have followed, and the city now claims among its conspicuous features: the railway shops, with a monthly payroll of nearly \$100,000; paved business streets; the expenditure of \$150,000 for the improvement of roads in the immediate vicinity; a fine new courthouse, new hotel, and public library; over \$2,000,000 in bank deposits; a complete sewerage system; and the rich surrounding country, already notable for its fruit crops, and capable of vastly increased development.

HENDERSON COUNTY

Henderson County is particularly noted for its important share in producing the annual Texas peach crop. It has many other resources, and diversified farming has made good progress there in recent years, but horticulture is the business attracting most attention. The county possesses mineral wealth of iron ore and lignite and valuable deposits of brick clay, furnishing material for a pottery plant at Athens. Thirty years ago the census bureau of forestry estimated a stand of more than five hundred million feet of short-leaf pine in this county, and the presence of many other varieties of hard wood has furnished timber for an extensive lumber industry. Only about 5 per cent of the county's area is prairie land, and a heavy forest growth, which still covers nearly three-quarters of the county's surface, has retarded agricultural development, and has favored those activities which are not dependent upon the clearing of land for the plow.

The earliest land grants in the county were made under Mexican jurisdiction and the first permanent settlers came during the late '30s. The three points of earliest settlement were Caney Creek, Turkey Creek and Buffalo, in the northwestern corner of the present county. On July 13, 1846, Henderson County was created, including a large portion of the present Van Zandt and Kaufman counties, and the first county seat was located at the old Town of Buffalo. Van Zandt and Kaufman counties were separately organized in 1848, and in 1850 the county seat was moved from Buffalo to the new Town of Athens. Buffalo, on the east side of the Trinity River, was laid out in 1847, but never became an important place. In 1855 the county had five postoffices: Buffalo, Brownsboro, Malakoff, Fincastle and Athens. Another town that arose just before the war was New York, which became the center of the most populous neighborhood.

For a number of years after the first settlement Trinity River carried most of the traffic in and out of the county, and that accounted for the importance of such a town as Buffalo. After 1872 business went south to the railroad at Palestine. Late in the year 1880 the first train was run over the line of the St. Louis Southwestern Railway, the "Cotton Belt." This railway was the decisive factor in making Athens a city, and several other good towns grew up, including Malakoff, Murchison, Chandler, Brownsboro. During the '90s the Texas & New Orleans Railroad was built through the county intersecting with the Cotton Belt at Athens, and towns on this road are Ustace, Stockard, LaRue and Poynor. The population of Athens in 1910 was 2,261. It is a center for the

shipping of fruits and vegetables, and a large part of the Henderson County fruit crop is handled in that town.

In 1870 the population of Henderson County was 6,786; in 1880, 9,735; in 1890, 12,285; in 1900, 19,970; and in 1910, 20,131 (4,177 negroes).

At the last census there were 3,580 farms in the county, as compared with 3,325 in 1900. Of a total area of 605,440 acres, 360,219 acres were in farms, and about 155,000 acres in "improved land." In recent years there has been an extension of the cultivated area over the "cut over" lands, and the enterprise of the older inhabitants and of many home seekers is bringing an increased area into the classification of "improved land" every year. Stock raising is still important, but the business is mainly combined with other branches of farming. In 1910 there were 27,752 cattle in the county; about 8,500 horses and mules; 24,783 hogs; 1,732 goats; and 93,178 poultry. Corn and cotton are the staple crops outside of fruit. The acreage in cotton in 1909 was 47,425; in corn, 46,106; in hay and forage crops, 1,116; in oats, 773; in potatoes, 368; in sweet potatoes and yams, 617; in other vegetables, 994; and peanuts is also a large item in agriculture. About 555,000 trees were enumerated under the head "orchard fruits," and of this about 520,000 trees were peach and nectarine.

KAUFMAN COUNTY

With the Trinity River and a portion of Dallas County as the western boundary, Kaufman County lies well within the great agricultural district of north and east Texas, and its first settlers came about the time Texas was admitted to the Union. The county was originally part of Henderson County, from which it was detached in 1848 and organized the same year. The northern part of the county was separated and made into Rockwall County in 1873. At the first federal census in 1850 the total population of the county was 1,047, and in 1860, 3,936. At the former year there were only 65 slaves and in 1860, 533. Most of the early settlers were independent farmers, and there were only a few large plantations worked by negro labor before the war. Originally about a third of the area was timbered, and the chief resource of the early settlers was stock raising on the open range. In 1850 the amount of improved land was 2,702 acres, and by 1860, 12,979 acres. Before the war a number of small villages and trading centers had been established in different parts of the county, and the names of the post-offices in Kaufman County in 1856 were Cedar Point, Cedar Grove, College Mound, Kaufman, Kemp, Prairieville, Trinidad and Warsaw Prairie, besides Black Hill and Rockwall situated in that section that afterwards was detached as Rockwall County. Several years after the organization of the county a second election was held for the location of the county seat, and the old community of Kingsboro in the vicinity of King Creek received the majority of votes. The name subsequently came to Kaufman City. Another early center of settlement was Crandall.

While the population of Kaufman County increased nearly four hundred percent between 1850 and 1860, the increase was much less rapid during the decade of the Civil war. In 1870 the county had a

population of 6,895; in 1880, 15,448; in 1890, 21,598; in 1900, 33,376; and in 1910, 35,323. At the last census the number of negroes in the county was 8,374, the colored population having more than doubled in number since 1890. The assessed value of taxable property in the county in 1870 was \$1,040,391; in 1882, \$4,355,747; in 1903, \$11,370,990; and in 1913, \$19,188,184.

Kaufman County has three railway lines. The first to build was the Texas & Pacific, the main line, constructed through the county in 1872-73. The towns of Terrell, Forney, Lawrence and Elmo grew up around early stations on that road and the development of Terrell as the chief city of the county was stimulated by railway transportation and acquired a commercial power outranking that of the county seat. In 1881 the old Texas Trunk Railway was constructed from Dallas to Kaufman and subsequently to Athens, giving the county seat its first railway facilities. The Texas Trunk later became the property of the Southern Pacific interests and is now the Texas & New Orleans. About 1882 construction of a branch of the Houston & Texas Central gave Kaufman County another railway. This was built from Ennis in Ellis County as far as Terrell, and is the original part of the Texas Midland, which now extends north to Paris. Along the Texas Trunk the original stations were Crandall, Dougherty, Kaufman and Kemp, and about a dozen years ago the Town of Mabank, in the extreme southeastern corner of the county, was started and has since become a prosperous town. In 1890 Kaufman had a population of 1,282; in 1900, 2,378; and in 1910, 1,959. The Town of Forney, which ranks third among the centers of population, had 1,114 inhabitants in 1910.

The population of Terrell, the chief city, has increased from 2,988 in 1890 to 6,330 in 1900 and to 7,050 in 1910. Terrell has for a number of years been one of the leading towns of northeast Texas. About thirty years ago the North Texas Hospital for the Insane was established there. It is also the seat of the general offices and shops of the Texas Midland Railway. The city has for many years maintained much manufacturing enterprise, including cotton mills, compresses, cotton-seed oil mills, and other industries. In its cotton receipts Terrell has for some years ranked among the leading cities of north and northeast Texas. The City of Terrell has been under commission form of government since April, 1911, and while local citizens and the commission have effected much for municipal improvement, the Terrell Commercial Club and business men individually have enlarged the scope of Terrell's trade relations and have also co-operated for the improvement of county highways and for the development of the tributary country.

Kaufman County was originally considered in the heart of the wheat region of Texas, but in later years its staple crops have been cotton, corn and oats. The era of the open range closed about forty years ago, and since then most of the large pastures have been fenced in and agriculture and modern stock farming are now the main resources. The last census reported 4,115 farms, as compared with 3,773 in 1900. The total area of Kaufman County is 533,760 acres, with 454,389 acres in farms in 1900; of this amount, 270,000 acres were improved land as compared with about 245,000 acres so classified in 1900. Thirty years ago the county had about 34,000 cattle, 10,000 hogs and 10,000 horses and

mules, but the stock was still inferior, and the greater part was raised on the open range. The last census reported 24,431 cattle; about 15,500 horses and mules, 14,277 hogs; and 122,074 poultry. In 1909, 149,335 acres were planted in cotton; 57,630 acres in corn; 15,328 acres in hay and forage crops; 2,267 acres in oats; a considerable acreage in peanuts; and about 1,400 acres in potatoes, sweet potatoes and other vegetables. The orchard fruits claimed the chief attention of those engaged in horticulture, and about 71,000 trees were enumerated.

HUNT COUNTY

Hunt County was created in 1846 from Fannin and Nacogdoches counties and was given a county government in the same year. It lies just south of Fannin County, and its first settlers came in from the Red River district as much as from the South. Settlement began in considerable numbers in the early '40s, and by 1850, at the first federal census, the population was 1,520, including only forty-one slaves. At that time little more than two thousand acres were classified as "improved land," and aside from "patch farming" the settlers derived their chief revenue from the raising of stock on the open range. By 1860, just before the breaking out of the war, Hunt County had a population of 6,630, with 577 slaves. At that time the area of improved land had been increased to about sixteen thousand acres. Hunt County was largely prairie land, and the era of open range continued until about thirty years ago. The early points of settlement are indicated by the names of the postoffices in the county in 1856: Bean Creek, Greenville, Hookers, Shiloh and Timber Creek. In 1870 the county had a population of 10,291, largely due to the influx of settlers after the war. The population in 1880 was 17,230; in 1890, 31,885; in 1900, 47,295; and in 1910, 48,116, (4,579 negroes). Among Texas counties that have no large cities, Hunt is one of the most populous, and for many years the rural districts have been closely settled.

Until after the war the people of Hunt County brought in their supplies and shipped their produce by country road either to points on the Red River or south to the railroad and navigable rivers. The first railroads came less than forty years ago. The East Line & Red River Railway originated at Jefferson in 1876, and was constructed as a narrow-gauge line from Jefferson to Greenville. The road was acquired by the Missouri, Kansas & Texas about 1884 and was extended on a broad-gauge basis from Greenville to McKinney. In 1877-78 the Denison & Southeastern was built from Denison to Greenville, later became a part of the Missouri, Kansas & Texas, and in 1884 was extended from Greenville to Mineola. This gave Greenville, the county seat, the advantage of two railways, and it has since become one of the important railway centers of northeast Texas. In 1887-88 the St. Louis Southwestern, the Cotton Belt, was constructed, one line to Sherman and one to Fort Worth, both passing through Hunt County. The Santa Fe road from Dallas to Paris was opened about 1887. Greenville is a station on all these lines except the Santa Fe, and has recently become the eastern terminus for the East Texas Traction Company, one of the many inter-urban lines radiating from Dallas. Another road, constructed somewhat

later than the preceding, is the Texas Midland, which also passes through Greenville. Thirty years ago Greenville was the only important town in the county, with a population of about two thousand. Each new railroad has brought it new prestige, and while it has derived its chief importance as a railroad town, having the shops of the Missouri, Kansas & Texas, many other commercial and industrial enterprises have found it an eligible location. Greenville recently claimed to have the largest cotton compress in the world and the largest refinery in the South; as the center of nine railway outlets; the seat of public educational systems comprising four ward schools and a \$100,000 high school and also the location of the Holiness University at the suburb of Peniel, the only school of its kind in the South, and also of a college of Wesleyan Methodists and of the Burleson Baptist College; a park and playground system of sixty-five acres; a commission form of government, with municipal ownership of light and water-works; a street railway system and ten miles of paved streets. Besides the railway shops and cotton products industries, Greenville has several other factories, half a dozen wholesale houses, and is at the center of one of the most highly developed agricultural regions in northeast Texas.

Besides Greenville, as a result of the network of railroads over the county, there have been developed several thriving towns, and Commerce, Wolfe City and Celeste are all railroad junction points and important trading centers and have compresses and cotton-seed oil mills. The population of the principal towns of the county for the successive census years of 1890, 1900 and 1910, is given as follows: Greenville, 4,330, 6,860 and 8,850. Commerce, 810, 1,800 and 2,818. Celeste, 250, 671 and 821. Wolfe City, 867, 1,549 and 1,402. Lone Oak, 443, 496 and 756. At the last census Quinlan had a population of 537; Peniel, a suburb of Greenville, 467; and Clinton, 100.

The assessed value of taxable property in Hunt County in 1870 was \$1,380,971; in 1882, \$3,304,609; in 1903, \$11,492,705, and in 1913, \$25,429,256. While a large part of the county's total wealth is comprised in its railroads and in the chief city of Greenville, its resources as an agricultural country are being highly developed and becoming more valuable every year. The county has rich and productive soils, most of it arable land, with cotton, corn, alfalfa and oats among the staple crops, the raising of fine stock and dairying an important industry and a tendency to diversify is found in the increased attention to the growing of peaches, apples, grapes, berries and melons and other special crops. The last census reported 5,944 farms, as compared with 5,946 in 1900. At the same time the area of "improved land" increased from about 307,000 acres in 1900 to about 344,000 in 1910. The total area of Hunt County is 571,520 acres, with 464,798 acres occupied in farms in 1910. Livestock interests at the last census comprised 19,297 cattle; about 20,000 horses and mules; 19,804 hogs; and 215,121 poultry. In 1909 the acreage planted in cotton was 190,667; in corn, 94,442; in oats, 12,422; in hay and forage crops, 6,355; and a smaller acreage in wheat and peanuts, about 1,500 in potatoes, sweet potatoes and other vegetables, while 74,000 orchard fruit trees were enumerated.

RAINS COUNTY

One of the smaller counties of the state, Rains was formed from portions of the adjacent counties of Hunt, Wood and Hopkins in 1870 and organized the same year. Its population in 1880 was 3,035; in 1890, 3,909; in 1900, 6,127; and in 1910, 6,787 (616 negroes). The value of taxable property in 1882 was \$726,625; in 1903, \$1,503,788; and in 1913, \$2,807,490.

About 1880 the Denison & Southeastern Division of the Missouri, Kansas & Texas Railroad was constructed through the county from Greenville in Mineola, and that is the means of transportation, although the Texas Short Line road was subsequently built across the extreme southeastern corner of the county. The county seat is Emory; situated on the railway, and thirty years ago it was the only town in the county. Later another railway station known as Point grew up, and there are



PALESTINE, ANDERSON COUNTY

now several small villages. Originally about two-thirds of the area of the county was covered with a heavy forest growth, chiefly hard woods, and the forests and prairie furnished a fine pasturage for stock, especially hogs. During the past twenty-five years the agricultural resources have been greatly developed, although as yet only about a third of the total acreage is in cultivation. The raising of the staple crops of northeast Texas, together with fruit and truck growing, poultry raising, stock farming and the mining of lignite coal at Ginger, now constitute the business activities of the population.

The area of Rains County is 170,880 acres, and the last census reported 103,531 acres in farms, with about 54,000 acres as "improved land" compared with about 44,000 acres at the preceding census. The number of farms increased from 1,037 in 1900 to 1,272 in 1910. The livestock interests enumerated were: Cattle, 7,445; horses and mules, about 3,300; hogs, 4,779; and poultry, 35,829. In 1909 the acreage planted in cotton was 21,637; in corn, 15,612; in oats, 982. About 400 acres were in potatoes, sweet potatoes and other vegetables, about 49,000 orchard fruit trees were enumerated and grape culture and the raising of small fruits also had a place in the statistics.

VAN ZANDT COUNTY

Part of the northern boundary of this county is the Sabine River, while a part of the southeastern limits is the valley of the Neches. The greater part of the area was originally woodland, comprising besides a variety of hard woods a large quantity of short-leaf pine.

Settlement in Van Zandt County began in the '40s and came largely from the older settled districts of east Texas. The county was formed in 1848 from Henderson County, and was organized in the same year. By 1850, at the taking of the first Federal census in Texas, the population was 1,348, including 682 slaves. By 1860 the population was 3,777, but the number of slaves enumerated had decreased to 322. Owing to the heavy growth of timber, the county was rather slowly developed for agricultural purposes and the majority of early settlers cultivated only a few acres and placed their chief dependence upon stock, which was allowed to run wild in the woods. The amount of improved land in 1850 was a little more than 3,000 acres, and this was increased by 1860 to nearly 10,000 acres. In 1870 the population of the county was 6,494; in 1880, 12,619; in 1890, 16,225; in 1900, 25,481; and in 1910, 25,651 (1,534 negroes).

Van Zandt County is essentially a rural community, without cities, and a large number of small villages supply trading, school, church and social facilities to the well-distributed population. In 1856 the post-offices in this county were Canton, Hamburg and Jordan's Salines. Canton was then the county seat, but the county offices had first been at the Saline Lake in the northeastern part of the county, where the town of Grand Saline has since grown up as one of the largest centers in the county. The working of these saline deposits constituted an early industry and still gives industrial importance to the old town of Grand Saline, where three plants are located for the manufacture of salt. In 1872 the main line of the Texas & Pacific was extended from Marshall west through the northern part of Van Zandt County, and with the exception of the Texas Short Line, extending from Grand Saline to the Missouri, Kansas & Texas, and constructed a number of years later, that pioneer railroad has since supplied the shipping facilities for this section. Along the Texas & Pacific were four stations, including the pioneer town of Grand Saline and also Bolton, Edgewood and Wills Point. The county seat town of Canton still remains isolated from the railways, and the two largest towns are Wills Point and Grand Saline. The former had a population in 1890 of 1,025; in 1900, of 1,347; and in 1910, 1,398. Population of Grand Saline at the last census was 1,065. Wills Point is the chief commercial center, has cotton-seed oil mill and other industries and has been the market and shipping point for the cotton, fruit, hay and other produce of a large tributary region. Edgewood has some lignite coal mines. Fruitvale, also on the railroad, and Myrtle Springs, a rural village, are located at the centers of two fruit districts.

Van Zandt County has been greatly developed in the last thirty years and progress has been especially notable since the beginning of the present century. In 1882 it was estimated that only about one-tenth of the total area of the county, which is 531,840 acres, was enclosed in farms. At that time most of the 19,000 cattle, 5,000 horses and mules

and 18,000 hogs were kept on the open range, although the range country at that time was being rapidly diminished. At the last census, 431,394 acres, more than three-fourths of the total area, were included in farms and of this amount about 223,000 acres were "improved land" as compared with about 195,000 acres in 1900. The number of farms increased from 4,208 in 1900 to 4,508 in 1910. Stock interests at that census comprised 27,101 cattle; about 11,800 horses and mules, 16,029 hogs; and 142,713 poultry. The acreage planted in cotton in 1909 was 83,527; in corn, 62,886; in hay and forage crops, 4,466; in oats, 2,694; in potatoes, sweet potatoes and other vegetables, about 1,900 acres; while peanuts and other special crops were of sufficient importance to be noted in the statistics. The development of the fruit industry in the county was indicated by the enumeration of about 205,000 orchard fruit trees, while the berry and other fruit crops represent a large source of profit.

Van Zandt County's taxable property in 1870 was valued at \$605,253; in 1882, at \$2,078,282; in 1903, at \$4,832,543; and in 1913, at \$9,541,435.

HOPKINS COUNTY

This county was created in 1846 from portions of Lamar and Nacogdoches counties, and was organized in the same year with the first county seat at the old settlement of Tarrant. Some years later the county offices were removed to Sulphur Springs, now the chief city of the county. The era of settlement which peopled the Red River District of northeast Texas during the time of the Republic gave Hopkins County its pioneers, and the county was settled and developed more rapidly than other counties in the same general district to the south and southwest. By 1850 the population of Hopkins County was 2,623 (154 slaves), and by 1860, 7,745 (990 slaves). Slavery was a comparatively unimportant institution in this county and the cultivation of land and the raising of livestock was performed largely by a class of independent white farmers. The area of improved land in 1850 was 5,447 acres, and in 1860, 29,938 acres. These figures indicate a relatively high agricultural condition in the county before the war. Hopkins County is included in the heavily timbered area of northeast Texas and originally more than two-thirds of its surface was covered with a dense forest growth interspersed with prairies. In 1880 it was estimated that nearly half a billion feet of short-leaf pine was still standing in the county and there were many varieties of other forest trees. Owing to its situation in the woods, the development of the county's lands presented a heavy obstacle to the farming population, but the labors of two generations have accomplished more here than in many of the prairie counties, and at this time more than half the total area of the county is in improved condition.

The population of Hopkins County in 1870 was 12,651; in 1880, 15,461; in 1890, 20,572; in 1900, 27,950; and in 1910, 31,038 (3,283 negroes). It is a rural county, and the only city is Sulphur Springs, which in 1890 had a population of 3,038; in 1900, 3,635; and in 1910, 5,151.

The first railroad through the county was the East Line & Red River, now a part of the Missouri, Kansas & Texas, which was con-

structed, beginning in 1876, as a narrow-gauge road between Jefferson and Greenville. The other railway, the St. Louis Southwestern, was built in 1887-88. These two roads intersect at Sulphur Springs, and have been the means of making that one of the thriving small cities of northeast Texas. Some of the older centers of population in the county are indicated by the following names of postoffices for the year 1856: Black Jack Grove, Gold Hill, Pleasant Hill, Sulphur Bluff, Tarrant, then the county seat, and White Oak. Besides Sulphur Springs, other towns of the county at the present time are Cumby, in the western part of the county and second in importance; Como, where are located some lignite mines; Sulphur Bluff, in the northeast part of the county; Brashear, Picton, Reily Springs and Ridgeway. Sulphur Springs is the center for several manufacturing industries, including cotton-seed oil mills, has modern municipal conveniences and in recent years has made rapid growth.

Hopkins County is in the fruit and truck region, and the rural districts derive their chief revenue from cotton and corn, livestock, fruits and vegetables. In 1870 the total valuation of property in the county was \$1,448,376; in 1882, \$2,334,735; in 1903, \$5,865,745; and in 1913, \$8,513,830. The last census reported 5,380 farms, as compared with 4,578 in 1900; about 254,000 acres of "improved land," as compared with about 213,000 acres in 1900; and of the total area of 520,320 acres, 442,028 acres were included in farms. The livestock enumerated was 26,654 cattle; about 14,600 horses and mules; 17,100 hogs; and 159,206 poultry. In 1909, 93,846 acres were planted in cotton; 72,925 acres in corn; 3,795 acres in hay and forage crops; 3,465 acres in oats; 586 acres in peanuts; 942 acres in potatoes; 961 acres in sweet potatoes, and 1,031 acres in other vegetables. The horticultural interests include peaches, apples, plums, tropical fruits, berries and melons, and the last census enumerated about 162,000 orchard fruit trees, chiefly peaches.

DELTA COUNTY

Taking its name from its shape, Delta County lies within the north and south Sulphur forks of the Red River. Its territory was originally parts of Lamar and Hopkins counties and was separated and organized under its present name in 1870. About two-thirds of the total area is classified as black land and is regarded equal in fertility to any soil in the state. The three oldest centers of trade and population in the county are Cooper, which became the county seat in 1870, and Charleston and Ben Franklin. Ben Franklin was originally in Lamar County and was a postoffice in 1856. The nearest railroads until about twenty-five years ago were the Texas & Pacific and the East Line & Red River branch of the Missouri, Kansas & Texas. In 1887 the Dallas-Paris Division of the Santa Fe was built across the northwest corner of the county; some years later the Texas Midland was built more centrally as regards this county, with the county seat Town of Cooper as a station. The Town Enloe, which in 1910 had a population of 326, is located on the Santa Fe, and other villages are Klondike, Pecan Gap, Horton, Charleston and Lake Creek. Cooper in 1890 had a population of 629; in 1900, 1,518, and in 1910, 1,513.

The population of Delta County in 1880 was 5,597; in 1890, 9,117; in 1900, 15,249, and in 1910, 14,566 (809 negroes). As one of the smaller counties of the state, and being without any large towns, the county is well settled and most of its land is occupied and cut up into comparatively small farming areas. The total area of the county is 167,040 acres, and the last census reported 151,773 acres in farms and about 114,000 acres in "improved land" as compared with about 106,000 acres in 1900. The number of farms in 1910 was 2,202. The livestock enumerated at that census was: Cattle, 5,877; horses and mules, about 6,800; hogs, 6,726; and poultry, 61,464. The acreage in the principal crops in 1909 was: Cotton, 61,678; corn, 28,026; hay and forage crops, 3,522; oats, 1,305; about 600 acres in potatoes, sweet potatoes and other vegetables, and about 8,000 orchard fruit trees were enumerated. In 1881 the assessed value of taxable property in Delta County was \$807,112; in 1903, \$3,423,545, and in 1913, \$5,833,480.

LAMAR COUNTY

Lamar County was created from Red River County in 1840 and organized in 1841. The Red River forms its northern boundary and it is included in the Red River District which was settled up and divided into counties a number of years before the east-central counties, including those along the middle course of the Trinity River, had a sufficient population to justify county government. For a long time Lamar and other northeastern counties were isolated from the older districts of southern Texas and the principal trade went down the Red River Valley and was with Arkansas and Louisiana.

At the first Federal census of Texas in 1850 Lamar County had a population of 3,978, including 1,085 slaves. In the twelve or thirteen years since the first settlers came there had been considerable progress in the line of agriculture, and at that time the amount of "improved land" was estimated at about 15,000 acres. By 1860 Lamar County had a population of 10,136 (2,833 slaves). Improved land in that year aggregated 32,900 acres. While the majority of the population came from the Southern States and nearly a third of the total number was slaves, there was vigorous opposition to the secession movement, and Lamar was one of the counties that voted against Texas leaving the Union, although when the war came on the people as a whole stood staunchly for the Confederate government. Already at that time Paris, the county seat, was a town of considerable importance. Other postoffice centers in 1856 were Prairie Mount, Round Prairie, Shockey's Prairie and also Ben Franklin and Lake Creek, both now included in Delta County. The population of Lamar County in 1870 was 15,790; in 1880, 27,193; in 1890, 37,302; in 1900, 48,627, and in 1910, 46,544 (10,993 negroes). Outside the city of Paris there are no large towns and the inhabitants of the rural districts aggregate more than 30,000 and the 6,000 or more farms in the county provide the homes and the economic resources for the bulk of the residents. The first railroad through Lamar County was the Trans-Continental Division of the Texas-Pacific, construction having begun at Texarkana before the war, and by 1870 the road had reached a point 100 miles west of Texarkana.

and was completed and put in operation to Sherman by 1876. The first three stations on this line in Lamar County were Paris, Brookston and Blossom Prairie. During the decade of the '80s the Santa Fe from Dallas to Paris was completed in 1887, also the extension of the Houston & Texas Central from Ennis, now known as the Texas Midland, and later a branch of the Frisco came to Indian Territory and crossed the Red River, reaching Paris. Paris, situated on the different railroad lines, has become one of the largest inland cotton markets of the state and is also a distributing point for a large territory and has a large number of industries. The manufacturing summary recently included among the principal industries an implement handle factory, a folding crate factory, box and furniture factory, bank fitting factory, mattress factory, broom factory, peanut factory, planing mills, creameries and iron works. There are a number of wholesale houses. For a number of years during the existence of the old Indian Territory the Federal Court at Paris had jurisdiction over a large section of the territory and some of the most notorious outlaws of the Southwest at different times stood trial in the Paris courts. The population of the city in 1890 was 8,254; in 1900, 9,358, and in 1910, 11,269. Outside of Paris the next largest town is Blossom, with a population in 1890 of 695, in 1900 of 874 and 1910 of 871. Other towns are Arthur City, near Red River, and one of the oldest settlements in the county, and Deport, Roxton and Petty. Outside of the agricultural resources, the clay deposits are utilized by plants at Paris and Blossom. Paris and vicinity have expended about \$300,000 for paved highways.

While Lamar County long remained subject to the agricultural methods prevailing during the Nineteenth Century, there have been many changes introduced in recent years. Modern intensive farming, under the auspices of the United States Government, has been conducted on one of the large private farms in the vicinity of Paris and the high productions thus demonstrated have greatly stimulated all the farmers in that vicinity. Fruit growing and shipping on a commercial basis began at Paris more than thirty years ago, and outside of stock raising and the staple crops Lamar County finds a valuable resource in its dairies, its poultry, its fruit and vegetables. Thirty years ago it was estimated that only about a fifth of the area of the county was enclosed in farms. The last census reported 468,676 acres out of the total area of 604,800 used for farming purposes, while the amount of "improved land" was about 314,000 acres, as compared with about 300,000 acres in 1900. The number of farms, however, showed a decrease from 6,514 in 1900 to 6,156 in 1910, but property values and the productive resources of the county have been steadily increasing. In 1870 the assessed value of property was \$2,621,933; in 1882, \$5,482,432; in 1903, \$12,247,180, and in 1913, \$26,815,985. The census of 1910 reported 20,565 cattle, about 18,300 horses and mules, 24,983 hogs, 177,057 poultry. The acreage planted in cotton in 1909 was 142,094; in corn, 97,341; in hay and forage crops, 19,178, including over 1,000 acres in alfalfa; in oats, 2,754; in peanuts, 1,380; in potatoes and sweet potatoes, 1,163; in other vegetables, 1,657, while orchard fruit trees enumerated were about 94,000.

RED RIVER COUNTY

The many scattered settlements north of Nacogdoches as far as the Red River existed under a municipality jurisdiction during the Mexican regime and on the establishment of the Texas Republic that jurisdiction was recognized as a separate county and named Red River. Red River, as one of the Texas counties of 1836, comprised practically all of northeast Texas. In 1840 it was divided when the county of Bowie on the east and the county of Lamar on the west were created, and Red River from its original area has supplied material for a number of the northeastern counties. Until 1846 Red River had jurisdiction over a large body of land to the south, including the greater portions of what are now Titus, Franklin and Camp counties. When the first Federal census was taken in Texas in 1850, Red River County had a population of 3,906, including 1,406 slaves; at the census of 1860 the population was 8,535 (3,039 slaves); in 1870, 10,653; in 1880, 17,194; in 1890, 21,452; in 1900, 29,893; and in 1910, 28,564 (8,673 negroes). Nearly all the population is rural and among the many village centers scattered over the county there is but one town of considerable size, Clarksville, the county seat, one of the oldest places in northeast Texas. Clarksville in 1890 had a population of 1,588, in 1900 of 2,069 and in 1910 of 2,065. There were settlers in the Red River District comprising what is now Red River County as early as 1818. Many of the first communities, comprising stores, mills, river landings, represented by familiar names fifty or seventy-five years ago, no longer have any significance to the present population. The postoffices in the county in 1856 bore the names of Almond Grove, Clarksville, then as now the county seat, Flintham's Tanyard, Kiomatia, a place on the Red River that figured in both the life of the Texas and the Indian Territory sides, Monterey, Pine Bluff and Savannah. The principal towns of the modern county aside from Clarksville are Detroit, one of the older centers; Annona, Avery, Woodland, Manchester, Fulbright, Rugby, Bogata and Halesboro.

Red River County was one of the first sections of northeast Texas to get railroad facilities. What is now the Trans-Continental Branch of the Texas & Pacific began building out of Texarkana before the war and was in operation through Red River County by 1870. The stations along its line in 1882 were Clarksville, Douglass, Walker, Bagwell and Bennett. The county had no other railroad until within recent years when the Paris & Mount Pleasant was constructed between those two points, crossing the southwestern corner of Red River County.

More than two-thirds of the area of Red River County was originally covered with timber, a large part of it short-leaf pine besides a great variety of hard woods. The lumber industry has always been important and the large supply of Bois d'Arc timber and other hard woods furnished material at one time for six factories engaged in the making of wagons, plows and other implements. The soils along the Red River are of rich alluvial character and the prairie lands are of black, waxy soil, all well suited for the growing of exceptional crops. The country around Clarksville has long been noted for its fine grade of long staple cotton, its production being restricted to this area. The Town of Detroit is on the edge of Blossom Prairie, another district of rich and peculiarly

fertile soil. Red River County has the soil and climate for cotton, corn, hay and alfalfa and there has been much progress in agricultural lines within the last fifteen or twenty years. Before the war, when the slaves performed most of the work of the plantations, a comparatively large amount of farms were brought under the plow. The Federal census of 1850 reported about 15,000 acres as "improved land" and by 1860 this amount was over 42,000 acres. During the forty years that followed progress was on a less rapid scale and the farmers combined stock raising on the wood and prairie ranges with the raising of crops. In 1900 the area of "improved land" was about 148,000 acres, but this was greatly expanded in the subsequent ten years, and in 1910 its amount aggregated about 224,000 acres. Of the total area of 664,960 acres, 407,724 acres were included in farms in 1910. The number of farms in that decade decreased, as was true of a number of other northeastern counties. The number in 1900 was 5,003 and in 1910, 4,783. At the same time the value of land and products exhibited a great increase during the decade. The value of taxable property in Red River County in 1870 was \$1,449,612; in 1882, \$2,411,009; in 1903, \$5,969,159, and in 1913, \$12,408,328. In 1910 the number of cattle in the county was 30,016; horses and mules, about 13,300; hogs, 36,506, and poultry, 137,126. In 1909 the largest acreage was planted in corn, 75,200 acres; in cotton, 73,129 acres; in hay and forage crops, 6,705 acres; in oats, 2,087 acres, in peanuts, 1,256 acres; in potatoes and sweet potatoes, about 1,100 acres; in other vegetables, 1,276 acres, and about 68,000 orchard fruit trees were enumerated.

BOWIE COUNTY

This county was a part of the original Red River County until it was detached in 1840 and was organized in 1841. With the Red River separating it from the state of Arkansas on the north and the Arkansas line forming the eastern boundary, this county was in the direct path of the immigration to Texas which flowed out of Arkansas and came up the Red River Valley, and the first settlements were planted before the Texas Revolution. In 1850 the county had a population of 2,912, including 1,641 slaves, and of the 5,052 inhabitants at the census of 1860 there were 2,651 slaves, and these figures indicate the industrial character of the county before the war. Along the Red River and its tributaries and occupying the prairie lands were a number of plantations, with their cotton and corn fields, and agriculture was supplemented by the raising of stock in the timber range and to a limited extent by lumber milling. In 1850 about 19,000 acres had been reclaimed and classified by the Federal census as improved land, and in 1860 this amount was increased to over 32,000 acres. As Bowie County was a slave-holding community, the effects of the war were more severe than in other sections of the Red River Valley and the freeing of the slaves and the overturn of the former industrial conditions accounts for the decline of population by the census of 1870 to 4,684. The population of succeeding decades has been: In 1880, 10,965; in 1890, 20,267; in 1900, 26,676, and in 1910, 34,827 (12,734 negroes). About thirty per cent of the total population at the last census was found on the Texas side of the city

of Texarkana. Outside of that city, Bowie county is essentially a rural district.

The chief factor in developing Bowie County after the war was the railroads. In 1857, three years before the war, construction work had begun near Texarkana on the Memphis, El Paso & Pacific, and over fifty miles were graded before the beginning of hostilities. Nothing more was done for nearly ten years, until construction was renewed in 1869, and by the following year fifty miles were in operation west from Texarkana. In 1872 this pioneer railroad line in north Texas became part of the Texas & Pacific and in a few years was constructed as the Trans-Continental Division from Texarkana to Sherman. In the meantime the main line of the Texas & Pacific had been built from Shreveport to Dallas and about 1875 the two divisions were connected by a line from Marshall to Texarkana. The next railroad was the St. Louis Southwestern, or Cotton Belt. In 1883 the main line of this road from Missouri to Texarkana was opened under the name Texas & St. Louis, and from Texarkana was connected with other branches of the same system at Mount Pleasant. The Trans-Continental Division of the Texas &



GROWN ON EAST TEXAS SANDY LAND, NACOGDOCHES COUNTY

Pacific gave railway facilities to more than half of the county, while the Cotton Belt crosses the southern half. During the latter part of the decade of the '90s the Kansas City Southern Railway was constructed along the extreme eastern edge of Bowie County, and a few years ago a short line known as the Northeast Texas was built from Redwater, on the Cotton Belt, south into Cass County. With the construction of these several railroad lines, population has tended to concentrate about the stations, although there are still a number of rural hamlets in the county. In 1856 the three postoffices named in the county were Boston, the county seat, Mill Creek and Myrtle Springs. The old Town of Boston, at the center of the county and several miles south of New Boston, which is on the line of the Texas-Pacific, still retains the county seat honor. Outside of Texarkana the principal towns in 1882 were Dalby Springs, New Boston, Dekalb, and other villages that have since grown up are Malta, Redwater, Bassetts, Maude, Oak Grove, Leary and Hooks.

Thirty years ago it was estimated that the dense forests of oak and yellow pine covered nine-tenths of the county, the merchantable pine in 1880 being estimated at more than two billion feet. At that

time more than a dozen sawmills were in operation, and lumber production was the principal industry. Only about five percent of the lands at that time were enclosed in farms. While a large amount of timber still remains in the county, though the pine belt has been diminished to a small area, the development of the county for agricultural purposes has made great progress. The last census reported that out of the total area of 558,720 acres, 334,165 acres were occupied in farms, while about 161,000 acres were classified as "improved land" as compared with about 118,000 acres in the same classification in 1900. The number of farms increased from 3,369 in 1900 to 4,480 in 1910. The raising of the better grades of livestock, the dairying industry, with two creameries at Texarkana, the establishment of the poultry business on a commercial basis, diversified farming and fruit growing, are the chief features of Bowie County considered from an agricultural standpoint. The last census reported 22,788 cattle; about 9,500 horses and mules; 25,440 hogs; and 109,586 poultry. In 1909, 52,734 acres were planted in corn; 51,307 acres in cotton; 1,171 acres in peanuts; about 1,400 acres in potatoes and sweet potatoes; 888 acres in other vegetables; and the enumeration of about 136,000 orchard fruit trees, with smaller figures representing vineyards and smaller fruits, indicates the extent of horticulture in the county. In the vicinity of Carbondale are valuable deposits of coal. In that part of the county adjacent to Texarkana about \$250,000 have recently been expended in the construction of some forty miles of improved highways.

In 1870 the value of taxable property in the county was \$865,175; in 1882, \$2,342,097; in 1903, \$6,910,941; and in 1913, \$15,691,768. In the last ten years, according to these figures, property values more than doubled.

The City of Texarkana is located about half in Texas and half in Arkansas, and the formal method of addressing mail to that city is "Texarkana, Ark.-Tex." At one time the Arkansas side of the city had the greater population, but most of the inhabitants are now on the Texas side. That portion of the city in Texas had a population in 1890 of 2,852; in 1900, 5,256; and in 1910, 9,790. The total population for 1890 was 6,380; in 1900, 10,170; and in 1910, 15,445. Texarkana's location brings about a novel condition in local affairs. Situated as it is in two states, it is under two separate city, county and state governments. There are two mayors and two city councils. The fire department of both cities is under the direction of one joint chief. One postoffice located upon the state line affords postal facilities for the people of both sides, this location having been determined upon as a solution of the former confusion existing by reason of two postoffices. One water corporation furnishes water to both cities and one street railway, gas and electric company furnishes the transit, heating and illuminating facilities for both side. There is one commercial organization, the Texarkana Board of Trade, which is maintained and serves impartially both divisions. On account of the state line, separate schools are required, and it is claimed that Texarkana has more and better public schools than any city of its size in the United States.

Texarkana is primarily a railroad town, being a terminal and division point for the St. Louis, Iron Mountain & Southern, two divisions of the Texas & Pacific, the St. Louis Southwestern or Cotton Belt, and the Kansas City Southern and the Texarkana & Fort Smith. In addition it is the seat of a large aggregate of manufacturing, wholesale and retail houses, and as a business and financial city its relations cover a large district in four states.

The City of Texarkana celebrated its fortieth anniversary in 1913. It was founded on the meeting point of two railway lines, one of which is now the St. Louis, Iron Mountain & Southern and the other the Texas & Pacific. As stated in preceding paragraphs, the construction of a railroad known as the Memphis, El Paso & Pacific was begun in the vicinity of the present Texarkana in 1857, and by 1870 a hundred miles was completed through the Texas counties bordering on Red River. The eastern terminus of this road was about six miles west of where Texarkana stands, and in the early '70s a branch of the Texas & Pacific from Jefferson was in course of construction north and designed to form a junction with the Trans-Continental Division near the place where the village of Nash now stands. It was expected that the Cairo & Fulton Railroad, then building south from Missouri, would cross the Texas state line and connect with the Texas system of railways at the terminus of the Texas & Pacific. The Cairo & Fulton Company failed to secure a charter in Texas, and it became necessary to join the two lines on the state boundaries. The terminus of the Texas Pacific was at that time called Curve City, and a good many lots had been sold and plans made for the founding of a town before it was discovered that the Arkansas railroad would go no further than the state line. The Texas & Pacific then completed its survey and grading to Texarkana and the formal opening of the new town was set for October, 1873, although it was several months later before track laying was completed and the first train came in. The first sale of lots was conducted on Monday, December 8, 1873, and in the following months lots were placed on sale on the Arkansas side. The first streets were laid out in the woods, and the first business houses were rough frame shacks or tents. As the state line at once introduced complications and made it difficult to properly govern the community, the citizens of the new village organized a law and order league, and elected temporary officers. The City of Texarkana, Texas, was given a charter in June, 1874.

Texarkana began to expand and grow commercially and municipally early in the '80s. Up to that time a cotton compress and the stock yards were among the chief resources of the city outside of the railways, but other manufactures came in, and about 1885 the first water works system was established, the first electric light plant was established, the gas plant was erected in 1887-88. Within recent years natural gas has been piped to Texarkana from the Caddo fields, and cheap fuel has proved a great incentive to the establishment of industries. Among the various industries of Texarkana is that of the Texas Glass Company, whose plant was the first of its kind located in the South. There are two large creosoting plants, employing more than two hundred men with a monthly payroll of \$12,000, besides a number of wood products

factories. Texarkana has for a number of years been one of the important centers of the yellow pine lumber industry of the Southwest, though that resource has been greatly diminished through the cutting away of the pine forests. Texarkana has two federal courts, one in each state, a distinction probably not held by any other city in the country.

CASS COUNTY

Lying on the east boundary of the state and just south of Bowie County, Cass was originally one of the heavy timbered sections, and thirty years ago three-fourths of its area was covered with forests of short-leaf pine, a varied assortment of hard woods, much of it merchantable timber. In 1880 it was estimated that the county had nearly two and a half billion feet of short-leaf pine. The area of forest is still estimated at forty percent, and lumbering still engages a large amount of capital and furnishes occupation to hundreds of the inhabitants. Cass County has valuable deposits of iron ore. During the '60s and '70s there were two foundries in the county, one in the west and one in the east portion, but the lack of coal for fuel and the absence of railway transportation finally rendered the business unprofitable and it was abandoned. Recently steps have been taken to develop the field again. The county also has gas and oil. The Town of Queen City about thirty years ago had an iron foundry for the making of hollow ware, plows, and fencing material from the native ore. Cass County became well settled before the war, and a large area of its land was brought under improvement, but the overturn of the institution of slavery caused many of the plantations to return to their original condition, and industry did not revive until the closing decades of the last century. At the present time less than a third of the county's area is in cultivation, but the agricultural and stock raising interests are growing in importance.

Cass County was detached in 1846 from Bowie County and was organized in the same year. Its population at successive decades has been as follows: In 1850, 4,991 (1,902 slaves); in 1860, 8,411 (3,475 slaves); in 1870, 8,875; in 1880, 16,724; in 1890, 22,554; in 1900, 22,841; and in 1910, 27,587 (9,952 negroes). In 1850 the amount of improved land in the county was 24,062 acres and in 1860, 47,902 acres, figures that indicate a relatively high state of development at that time. For many years after the war the cultivation of agricultural crops was of less importance than the working up of the timber product, livestock raising engaged the attention of most of the farmers, and the county has always produced large fruit crops, although that industry did not reach a commercial basis until comparatively recent years. At the last census in 1910 there were 4,466 farms in the county, as compared with 3,271 in 1900. Out of the total area of 608,640 acres, 397,732 acres were included in farms, and about 186,000 acres were classified as "improved land" as compared with about 165,000 acres in 1900. The number of cattle reported in 1910 was 18,948; horses and mules, about 8,000; hogs, which has always been a popular kind of livestock in the county owing to the abundance of mast in the forests, 23,984; goats, 1,061; and poultry, 107,517. In 1909, 57,940 acres were planted in corn; 56,526 acres in cotton; 1,390 acres in peanuts; about 1,800 acres in potatoes and sweet

potatoes; 864 acres in other vegetables; and about 179,000 orchard fruit trees were enumerated, besides statistics for grapes, tropical fruits and small fruits. In 1870 Cass County had an assessed valuation of \$761,809; in 1881, \$1,612,881; in 1903, \$2,716,014; and in 1913, \$6,783,135.

Until 1860 Cass County included Marion County, including the old Town of Jefferson, and the statistics for 1850 and 1860 also applied to Marion County. The important village centers in the original Cass County in 1856 are indicated in the postoffices of that year, which were: Alley's Mills, Cusseta, Forest Home, Hickory Hill, Jefferson, Linden, the county seat, Point Monterey, Smithland and Unionville. Cass County was benefited by the early railroad building in northeast Texas, and there has been much activity in railway construction in recent years. The Jefferson branch of the Texas & Pacific road was constructed through the east side of the county to Texarkana about 1872, and by 1876 the narrow-gauge East Line & Red River was built from Jefferson through the southwest corner of Cass County, and in 1884 was acquired by the Missouri, Kansas & Texas and changed to a standard gauge road. By 1882 the St. Louis Southwestern was in operation from Texarkana across the extreme northwest corner of the county. In 1882 the stations on the Texas & Pacific line were Atlanta, Queen City, Kildare, Hoxie and Alamo, and those on the East Line & Red River were Avinger and Hughes Springs. The county seat of Linden was then without railway facilities. Atlanta then as now was the chief town with Queen City second. In 1890 Atlanta had a population of 1,764; in 1900, 1,301; and in 1910, 1,604. Queen City in 1890 had 672 inhabitants, and declined to 388 by 1910. In the late '90s the Kansas City Southern was constructed along the eastern border of the county, and about ten years ago the Jefferson & Northwestern built a line which has a branch reaching to Linden. There are other short railway lines in the county, and much of the construction has been undertaken to develop the lumber resources. Linden, the county seat, had a population in 1890 of 444, in 1900 of 316, and in 1910 of 329. Another town of more recent origin than those previously mentioned is Bloomberg.

TITUS COUNTY

Titus County was formed from Bowie and Red River counties in 1846 and organized the same year. Its area included the present counties of Morris and Franklin, which were detached in 1875, and the general description and statistics of the county up to 1880 include both of the newer counties. Titus County is now less than half its original area.

Titus County was well settled by slave-holding farmers and planters before the war, and a large amount of land had been brought into cultivation. The population in 1850 of the original county was 3,636, including 467 slaves; in 1860, 9,648 (3,136 slaves); in 1870, 11,339; in 1880, after the separation of Franklin and Morris counties, 5,959; in 1890, 8,190; in 1900, 12,292; and in 1910, 16,422 (3,118 negroes). In 1856 there were the following postoffices in Titus County, several of which were in the area since included in Morris and Franklin: Dangerfield, now the county seat of Morris; Gouldsboro, Gray Rock, Lone Star, Mount

Pleasant, then as now the county seat, Oak Grove and Union Bridge. In 1850 the amount of improved land in Titus County was nearly ten thousand acres, and by 1860 this had been increased to over forty-five thousand acres.

The first railroad in Titus County was the Tyler Tap which was opened on a three-foot gauge from Tyler to Mount Pleasant by 1878. In 1879 the Texas & St. Louis Railway Tyler Company acquired the property, and some years later it became the St. Louis Southwestern or Cotton Belt. The line was extended from Mount Pleasant to Sherman in 1887-88. The East Line & Red River branch of the Missouri, Kansas & Texas was constructed across the southeast corner of Titus County about 1876. Within the present decade the line known as the Paris & Mount Pleasant has been built, giving the county seat two railroads.

Thirty years ago about four-fifths of Titus County was covered with heavy forests, including nearly every kind of native tree and nearly a billion feet of short-leaf pine. At that time three lumber mills were in operation, and the clearing of the land for lumber manufacture and for agricultural purposes has continued until about half of the county's area is now in cultivation, although the timber resources are still important. The county has iron ore, though the deposits have not been developed, and lignite coal is mined near Mount Pleasant and there are brick and pottery plants near Winfield and Mount Pleasant. Mount Pleasant, which had a population in 1910 of 3,137, has derived much of its importance as the junction point for two divisions of the Cotton Belt Railroad and also has a large local trade, is a market town for most of the cotton raised in that vicinity, and has several industries. The two other most important towns in the county are Winfield and Cookville.

The value of taxable property in Titus County in 1882 was \$924,894; in 1903, \$2,236,899; and in 1913, \$4,760,003. Agriculturally Titus County has made much progress in recent years and diversified farming, fruit and truck growing are the principal occupations of the people. Two important commercial crops are peaches and tomatoes. The total area of the county is 254,720 acres, and in 1910, 205,919 acres were included in farms. The amount of improved land in 1900 was about 79,000 acres, and in 1910, about 105,000 acres. The number of farms increased from 2,099 in 1900 to 2,722 by 1910. In the last census year 13,289 cattle were enumerated, about 6,000 horses and mules, 14,398 hogs, and 82,199 poultry. The chief crops are cotton and corn, but the orchards and the vegetable crops, including peanuts, are also of high relative value. In 1909, 35,685 acres were planted in cotton, 33,847 acres in corn, about 1,500 acres in potatoes, sweet potatoes and other vegetables, and oats and hay and forage crops were also mentioned in the statistics. About 120,000 fruit trees were enumerated, and the statistics showed considerable attention paid to the smaller fruits.

MORRIS COUNTY

One of the smallest counties of the state, Morris was a part of Titus County until 1875, and was organized in 1876. Its population in 1880 was 5,032; in 1890, 6,580; in 1900, 8,220; and in 1910, 10,439 (3,706 negroes).

The county is in the heavily timbered section of northeast Texas, and at this time not more than a third of the area is in an improved condition. In 1880, besides the heavy growth of other native timber, there was estimated to be more than seven hundred million feet of short-leaf pine. At that time not more than a tenth of the county was in cultivation. Ranching and cattle raising on the scale usually attempted in Texas has never been a feature of this county's economic activities, and for many years the average farmer has cultivated a small amount of land in the staple crops of cotton and corn, has raised fruit and vegetables, which are especially adapted to this section, and has allowed his stock to feed and fatten in the woods. Improvements have been introduced in later years, including diversified farming, the crops, especially fruit and vegetables, have been grown on a commercial scale, and much attention is now being paid to the raising of horses, mules, hogs and poultry in a more systematic manner. The manufacture of timber into lumber still continues as one of the large resources, and the county possesses valuable deposits of coal, iron and brick clay, though the latter have not been developed.

The first railroad through the county was the East Line & Red River, constructed from Jefferson west in 1876, and now a branch of the Missouri, Kansas & Texas. A few years later the St. Louis Southwestern road was completed between Mount Pleasant and Texarkana. On the first railroad are located Dangerfield and Cason, the former the county seat and a town that has been in existence since before the war. The first two stations on the Cotton Belt road were Belden and Morristown, but these have given way to Omaha and Naples. Naples is now the largest town in the county, with a population in 1910 of 1,178. In 1882 the manufacturing interests of the county were represented by a cotton gin, two furniture factories, four sawmills, five grist mills, a flouring mill and a tannery.

The total area of Morris County is 165,760 acres. The last census reported 112,145 acres included in farms, about 53,000 acres as "improved land" and the number of farms as 1,593. The amount of improved land in 1900 was about 49,000 acres, and the number of farms 1,126. The livestock in 1910 comprised 7,367 cattle; about 3,200 horses and mules; 7,337 hogs; and 42,885 poultry. In 1909, 21,478 acres were planted in cotton, 18,171 acres in corn, oats and peanuts were also important crops, and 955 acres were planted in potatoes, which is one of the most profitable sources of agricultural wealth in the county; besides a considerable acreage in sweet potatoes, and 417 acres in other vegetables. The number of orchard fruit trees enumerated was about 64,000. In 1881 the county had an assessed valuation of \$570,845; in 1903, \$1,481,754; and in 1913, \$2,558,149.

FRANKLIN COUNTY

Franklin County was detached from the western half of Titus County in 1875 and organized in the same year. It is about half the size of the average Texas county, and its area was originally divided about equally between forest and prairie. In 1880 the stand of short-leaf pine was estimated at nearly five hundred million feet, but most of this has

been lumbered, though the extensive hard woods in the county still furnish material for a number of sawmills. In recent years the cut-over land has been occupied for farming, and about half the total area is now devoted to the staple crops and to fruit and vegetables. While not conspicuous as a stock county, the raising of hogs and other animals has always been a profitable adjunct of farming, and more systematic methods are now being introduced.

The population of the county in 1880 was 5,280; in 1890, 6,481; in 1900, 8,674; and in 1910, 9,331 (735 negroes). The first line of railroad to touch the county was the East Line & Red River, constructed in 1876 across the extreme southwestern corner. About 1887 the main line of the St. Louis Southwestern was extended west from Mount Pleasant through the county. One of the stations on this road is Mount Vernon, which has been the county seat since the county was organized. One of the oldest centers of settlement in the county is Gray Rock. Other old towns are Hogan's Fort and Purley.

The value of property in the county as returned by the assessors in 1881 was \$526,643; in 1903, \$1,830,616; and in 1913, \$2,945,975. The total area of the county is 184,960 acres, and the last census estimated 141,847 acres in farms, with about 76,000 acres "improved land" as compared with about 60,000 acres at preceding census. In that ten year period the number of farms increased from 1,522 to 1,788. The live stock enumerated was 10,989 cattle; 4,300 horses and mules; 6,813 hogs; and 47,507 poultry. In 1909, 20,668 acres were planted in corn, 21,909 acres in cotton; and other important crops were oats, peanuts, potatoes and other vegetables, about 900 acres being planted in potatoes and vegetables, while the fruit industry is measured by the enumeration of about 135,000 orchard fruit trees, and considering the size of the county this is one of the leading fruit sections of the northeastern part of the state.

CAMP COUNTY

This county originally was a part of Upshur County, and was detached and given a county organization in 1874. It has a small area of about two hundred square miles. Originally it was covered with a dense forest, much of it valuable for lumbering, comprising a number of varieties of hard woods and in 1880 its short-leaf pine was estimated at nearly six hundred million feet. Thirty years ago not more than five per cent of the area was in cultivation. There were two sawmills in operation, and the business of lumber manufacture has constituted one of the leading employments for the population and the chief source of wealth. A large part of the original forest has been cleared away, and the lands are now cultivated to the staple crops of cotton and corn, and Camp County is also noted for its fruits, melons and vegetable crops. It is situated in the great fruit belt of northeast Texas. Among the undeveloped resources are iron ore and clay, and lignite coal is mined in the vicinity of Pittsburg. The county has been progressing steadily for thirty years, chiefly along agricultural lines, but its abundant resources still afford great possibilities for capital and enterprise.

Camp County in 1880 had a population of 5,931; in 1890, 6,624; in

1900, 9,146; and in 1910, 9,551 (4,415 negroes). The county seat is Pittsburg, which has increased in population from 1,203 in 1890, to 1,783 in 1900 and to 1,916 in 1910. Pittsburg derived its importance originally as the junction point on the East Line & Red River Railroad and the St. Louis Southwestern. Both these railroads were opened about 1876, and were narrow-gauge lines, until acquired by the present railway system and rebuilt. One of the oldest points of settlement in the county was Pine, originally known as Pine Tree. Another town that grew up with the Missouri, Kansas & Texas is Leesburg.

The assessed value of taxable property in the county in 1882 was \$764,402; in 1903, \$1,538,085; and in 1913, \$3,283,045. The development of the county from the midst of a heavy forest is indicated in the statistics supplied by the last census. At that time about 63,000 acres were classified as "improved land," nearly half of the total area of 132,480 acres. At the same time 108,979 acres were reported as included in farms. The number of farms increased from 1,339 in 1900 to 1,525 in 1910. The live stock enumerated at that time was 5,497 cattle; about 3,000 horses and mules, 5,472 hogs, and 39,597 poultry. In 1909, 24,248



HIGH SCHOOL, NACOGDOCHES

acres were planted in cotton, and 19,096 acres in corn, which were the chief crops. Next in value and importance were the truck and fruit crops, and modern enterprise is being directed more and more to these lines. About 800 acres were planted in potatoes, sweet potatoes and vegetables in 1909, peanuts was a large crop, and about 83,000 orchard fruit trees were enumerated. As the metropolis and official, trading and industrial center of the county, Pittsburg has been one of the progressive small towns of east Texas for a number of years. It has most of the public utilities, a number of industries, including cotton-seed oil mill, furniture and other wood-working factories, a Carnegie library, and its merchants have secured the trade of most of the tributary rural district.

UPSHUR COUNTY

Upshur County, which was created from territory originally in Harrison and Nacogdoches counties and was organized in 1846, is situated in the heart of the piney woods of northeast Texas, and the manufacture

of the hard woods and the pine still constitutes one of the leading industries. In 1880 the stand of short-leaf pine in the county was estimated at about one and a third billion feet.

In 1873-74 portions of Upshur County were detached to form the new counties of Camp and Gregg and the original area was thus considerably reduced. The population of Upshur County in 1850 was 3,394 (682 slaves); in 1860, 10,645 (3,794 slaves); in 1870, 12,039; in 1880, after the new counties had been formed, 10,266; in 1890, 12,695; in 1900, 16,266; and in 1910, 19,960 (5,649 negroes). As the largest town, Gilmer, the county seat, had a population in 1910 of 1,484, the county is distinctively rural in its character and activities, and aside from the lumbering and milling interests most of the inhabitants are occupied in farming. Nearly forty per cent of the population before the war consisted of slaves, and most of the ranches and plantations were worked with their labor. The census of 1850 classified about ten thousand acres of "improved land" and by 1860 this amount had been increased to over sixty-five thousand acres. Then followed a number of years in which developments along agricultural lines made little progress, and after the building of the first railroads the chief industry was lumbering. In earlier years the inhabitants gave somewhat limited attention to stock raising, but in the last two decades the raising of good stock, especially cattle and hogs, the clearing of lands and the cultivation of cotton, corn, fruits and vegetables has been gaining steadily over the somewhat haphazard methods of farming and has been rising in importance and value as the lumber interests have declined.

The first railroad in the county was the main line of the Texas & Pacific, which was extended west from Longview beginning about 1871, and passes through the southwestern portion of the county, its first station being Big Sandy. About the same time the old Tyler Tap Railway, a narrow gauge line, was built north from Tyler across the Sabine River into Upshur County to a connection with the Texas & Pacific, and a few years later was extended north to Mount Pleasant, reaching the latter place in 1878. This is now a part of the St. Louis Southwestern System. During the decade of the '90s the old Texas Southern, now the Marshall & East Texas, a portion of the Missouri, Kansas & Texas System, was constructed centrally through the county, giving Gilmer a station at the junction of two roads. The original railways did much to stimulate the lumber industry in the county, and later have promoted development along other lines. Thirty years ago, when the lumber business was at its height, the manufacturing interests of the county comprised about eighteen sawmills and a number of shingle mills, and some grist mills for the local trade. Some of the old centers of settlement in the county, before Gregg and Camp counties were detached, are indicated by the postoffices in 1856, the names of which were Calloway, Coffeetown, Earpville, Gilmer, Omega, Pine Tree, Point Pleasant and Red Rock. Besides the two railroads towns of Gilmer and Big Sandy, the two largest centers in 1882 were Coffeetown and Simpsonville. Other towns at the present time are Ewell, Glenwood, Ashland, Bettie, Latch and Smith. Upshur County had property with assessed value in 1870 of \$1,528,086; in 1882, \$1,260,898, the

decrease being due to the formation of the two counties mentioned; in 1903, \$2,743,300; and in 1913, \$6,067,700. The total area of Upshur County is 384,000 acres, and the last census reported 250,153 acres included in farms, with about 127,000 acres of "improved land," as compared with about 108,000 acres in 1900. The number of farms increased from 2,711 in 1900 to 3,313 in 1910. The live stock interests, representing a large numerical and value increase over previous decades, comprised 15,280 cattle; about 6,000 horses and mules; 15,652 hogs; and 99,892 poultry. In 1909, 43,565 acres were planted in cotton; 36,000 acres in corn; between 500 and 800 acres in oats, peanuts, and hay and forage crops; about 1,750 acres in potatoes, sweet potatoes and other vegetables; and about 115,000 orchard fruit trees were enumerated.

MARION COUNTY

In 1860 the southern portion of Cass County and a part of Harrison County were detached to form the new County of Marion, which was organized in the same year. In that year the Federal census gave Marion a population of 3,977, including 2,017 slaves. At that time a large section of the available lands were taken up by planters and the amount of improved acreage was given at about twenty-three thousand acres. The raising of wheat was at that time and for some years later a conspicuous feature of the county's agriculture. A number of years before the Town of Jefferson had been founded on the shore of the Big Cypress Bayou. That stream was navigable by steamboats as far as Jefferson, and before the railroad era the water traffic was a large business, most of the products from all that section of Texas finding their way by boat down the Big Cypress and the lakes in Northwestern Louisiana, the Red River and thence to market. At the same time these streams furnished one of the best routes for a large immigration that came into Texas. During the decades of the '50s and '60s nearly every community in Northeast and North Texas looked to Jefferson as one of its chief markets and source of supplies, and such towns as Dallas were referred to as being so many miles distant from Jefferson in the same manner as now the general location of a town in North Texas would be indicated as so many miles from Dallas. A large part of the wagon traffic by which the cotton and other products of North Texas was conveyed to market and supplies brought into the state centered at Jefferson. Stage lines operated in all directions from that town. It was a busy and flourishing city, but its importance was based upon a transportation system that eventually became obsolete, and when North and Northeast Texas became connected by railways with the market towns of the south, east and north, Jefferson lost much of its prestige and for a number of years its population has been decreasing. During the early '70s Jefferson citizens manifested a great deal of enterprise in supporting railroads which, it was believed, would serve to concentrate trade where it had long centered, and about 1873 what is known as the Jefferson branch of the Texas & Pacific was constructed from the main line of that road from Marshall north to Texarkana. Jefferson capital also supplied the means for the

construction in 1875-76 of the East Line & Red River Railroad, a narrow gauge line, between Jefferson and Greenville. About 1884 this road was acquired by the Missouri, Kansas & Texas, and about ten years ago was extended east from Jefferson to the state line. A number of years after these enterprises, the Jefferson and Northwestern road was constructed north from Jefferson into the lumber regions of Cass County.

Striking evidence of the decline at Jefferson during the '70s is found in the statistics of property values in Marion County. The assessed value of taxable property in 1870 was \$2,751,354. By 1881 the aggregate had declined to \$1,453,991, this decrease being confined to the City of Jefferson and caused by the diversion of its trade through the building of railways over all of Northeast and North Texas. By 1903 the aggregate of assessed values in the county was \$1,215,515, and the progress of the past ten years is indicated by the figures for 1913—\$3,962,294. Since 1870 the population of the county has been influenced by similar conditions. In 1870 the total population was 8,562, more than double what it had been in 1860; in 1880, 10,983; in 1890, 10,862; in 1900, 10,754; in 1910, 10,472 (6,725 negroes). The population of the City of Jefferson in 1890 was 3,072; in 1900, 2,850; and in 1910, 2,515. Other towns of the county at the present time are Lodi, Kelleyville, Lassater and Smithland.

Originally the entire area of Marion County was covered with a dense forest of oaks, cypress, other hardwoods, and pine. In 1880 the stand of short-leaf pine was estimated at more than a billion feet. At that time there were about a dozen sawmills in operation, and the cutting and manufacture of hardwood and pine still constitutes an important industry in the county. Iron ore and lignite are found, while a small oil field has recently been developed. The mining of iron ore is still carried on to some extent, and thirty years ago the Town of Kelleyville had an extensive ironworks plant, for the manufacture of plows, stoves, hollowware, etc. The clearing of the land and the development of agriculture have made slow progress in Marion County although conditions have shown great improvement within recent years. The county has long been noted for its fine fruits. In 1876 one orchard in the county had the distinction of winning premiums on thirty-two varieties of apples and peaches at the St. Louis Fair. The fruit industry has not been developed so extensively in Marion as in other sections of northeast Texas, although the orchard and small fruits, and the growing of vegetables constitute a profitable addition to the staple crops of corn and cotton. The area of Marion County is 250,240 acres, and in 1910, 139,425 acres were included in farms. The amount of improved land in 1900 was about 50,000 acres, and in 1910, about 57,000 acres. The number of farms increased from 1,260 in 1900 to 1,341 in 1910. The live stock at the last census included 8,772 cattle; about 2,700 horses and mules; 8,661 hogs; and 29,366 poultry. In 1909, 18,884 acres were planted in cotton; 15,877 acres in corn; a limited acreage in peanuts, oats and other crops, and about 750 acres in potatoes, sweet potatoes and other vegetables; while about 53,000 orchard fruit trees were enumerated.

WOOD COUNTY

Originally one of the heavily forested areas of Northeast Texas, and still with sufficient quantities of yellow pine and hard wood to supply material for lumber milling and various hard wood industries, Wood County is now one of the leading stock farming, agricultural and fruit growing districts of the state. In the statistics of orchard fruits it ranks as one of the leading counties. The breeding of high grade live stock, more particularly hogs, is an important industry on many farms, and while cotton and corn are the staple crops, an increasing acreage is being devoted to the forage crop, peanuts, potatoes and other vegetables, and for a number of years Wood County has sent carloads of Elberta peaches to market. The county has some fine strata of lignite coal, and several mines are in operation, particularly in the vicinity of Alba. The county also deserves mention among Northeast Texas counties for the beginning of improvement of its roads, bonds having been voted in the precinct Mineola for the building of a number of miles of improved highway.

Wood County was originally part of Van Zandt County, from which it was detached in 1850 and organized in the same year. There was no Federal census in that year, but in 1860 its population was 4,968 (1,005 slaves). In that year the amount of improved land was 15,144 acres; but agriculture was still limited, and it was many years before any large amount of the soil had been cleared. In 1870 Wood County had a population of 6,894; in 1880, 11,212; 1890, 13,932; in 1900, 21,048; and in 1910, 23,417 (3,926 negroes). Wood County has two important towns, Mineola and Winnsboro. Winnsboro was one of the earliest centers of settlement, and was a postoffice as early as 1856. Other postoffices in the county at that time were Big Dollar, Holly Springs and Quitman. Quitman has been the county seat since the organization of the county, but has never been fortunate in securing a railway, and is still an unincorporated town. Winnsboro in 1890 had a population of 388, in 1900 of 899 and in 1910 of 1,741. A portion of Winnsboro lies in Franklin County. Mineola's population in 1890 was 1,333; in 1900, 1,725; and in 1910, 1,706.

Wood County lay in the route of several early railways of Northeast Texas. The main line of the Texas & Pacific was constructed from Longview, beginning about 1870, through the southern edge of the county, and one of its stations developed into the present thriving little City of Mineola. Other early stations along the line were Hawkins, Graham, Lake Fork and Macks. When the East Line & Red River, now a part of the Missouri, Kansas & Texas, was built in 1876 west from Jefferson, its route touched the northern line of this county, with a station at old Winnsboro. Thus the development of the two chief towns was largely due to their early railroad facilities. In April, 1874, the branch of the International & Great Northern was opened between Troupe and Mineola, thus giving the latter two railways. Also by 1882 the Missouri, Kansas & Texas had extended its line from Greenville to Mineola. A number of years later the Marshall & East Texas, originally known as the Texas Southern, was extended to Winnsboro, and within the last decade the Texas Short Line has entered the county.

The eastern part of the county was originally covered chiefly with

pine timber, and the county had in 1880 a stand estimated at 1,600,000,000 feet of pine. In 1882 it was said that only about ten per cent of the total area of 420,480 acres was in cultivation. In the past thirty years the county has become well settled in the rural districts, and the area of its improved farms has steadily increased. In 1910, 274,476 acres were included in farms, and about 146,000 acres were classified as "improved land" as compared with about 120,000 acres in 1900. The number of farms increased from 2,094 in 1900 to 3,600 in 1910. In earlier years the raising of hogs was an especially profitable and easy vocation owing to the abundance of range and mast in the forests. The last census enumerated 17,673 cattle; 7,200 horses and mules; 12,489 hogs; and 102,059 poultry. The acreage planted in cotton in 1909 was 44,912; in corn, 42,826; in oats, 1,543; in hay and forage crops, 1,181; peanuts was also an important crop, and about 1,400 acres were devoted to potatoes, sweet potatoes and other vegetables. About 262,000 orchard fruit trees were enumerated, chiefly peaches, and the growing of grapes, tropical fruits and berries is also an important item in the county's economy.

In 1870 the value of taxable property was \$1,062,028; in 1882, \$2,089,298; in 1903, \$4,213,710; and in 1913, \$8,720,246.

HARRISON COUNTY

A portion of the north boundary of Harrison County is Caddo Lake, a navigable tributary of Red River, and until the railroad era furnishing one of the most available means of transportation to all this section of northeast Texas. The importance of that waterway in the early development of northeast Texas is given more fully in the sketch of Marion County, which adjoins Harrison County on the north. A part of the south boundary of Harrison is Sabine River. The east boundary is the state line of Louisiana, and a few miles east is Shreveport. Harrison County was originally in the midst of the heavy forest of east Texas, and its timber resources still constitute a large amount of wealth. In 1880 it was estimated that the county had more than two and a third billion feet of merchantable short-leaf pine, and there is a large variety of hard wood. There still remains many million feet of timber and both the pine and hard wood industry is an important factor in the industrial progress of various communities.

Before the war Harrison became one of the most populous of east Texas counties. The county was created in 1839 and organized in 1842. A large proportion of the early settlers were southern planters, who brought in their slaves and engaged in the clearing up and planting of a large acreage, the water transportation furnishing means to convey their cotton and other products to market. Scattered over the county are many homesteads which date back before the war, when the mansion house stood surrounded by the quarters for slaves, and some of these old plantations are still owned by the descendants of the former owners, and in spite of the large immigration during the past forty years, the county is still typically southern. The county furnished hundreds of soldiers to the South during the war, and the City of Marshall was one of the most noted centers of business and social culture in east Texas during ante-bellum days.

At the first Federal census in Texas, Harrison County was credited with a population of 11,822, including 6,213 slaves. By 1860 the population was 15,001 (8,784 slaves). None of the counties to the north or west was so populous, and none had a greater degree of general development. So far as the figures of the official census indicate, the agricultural development reached in Harrison County before the war was not equaled again until nearly the close of the last century. By 1850 the amount of improved land was over 56,000 acres, and by 1860 this had been increased to nearly 118,000 acres. The census of 1900 credited the county with only 175,000 acres of improved land, and in 1910 the figures were about 258,000 acres. A large number of trading centers and shipping points had been established before the war, and besides Marshall, which according to the Federal census of 1850 had a population of 1,189, there were the following postoffices in the county in 1856: Ash Springs, Benton, Concord, Elysian Fields, Freedom, Galatia, Glade Springs, Jonesville, Port Caddo, Powellton and Red Top. The social and economic conditions being as they were, it was inevitable that the results of the war should prove especially disastrous. The freeing of the slaves caused many of the plantations to remain practically uncultivated, much of the land returned to the wilderness, and it was the building of railroads and the consequent revival of trade and industry, especially lumbering, which inaugurated a new era of prosperity. By 1870 the population of the county had declined to 13,241; the next decade was one of rapid increase, the population in 1880 being 25,177; in 1890, 26,721; in 1900, 31,878; and in 1910, 37,243 (23,998 negroes).

By the beginning of the war the old Southern Pacific Railway was in operation between Shreveport and Marshall. After the war construction was continued from Marshall to Longview. A little later the Southern Pacific became the Texas & Pacific, and by 1873 was extended west to Dallas. From Marshall what is known as the Jefferson branch of the Texas & Pacific was extended north to Texarkana also by 1873. From here later the Texas Southern was constructed from Marshall northwest as far as Winnsboro, and this road is known as the Marshall & East Texas, and about ten years ago was extended south from Marshall to the southern edge of Harrison County. About 1902 the Missouri, Kansas & Texas line was extended from Jefferson through the northeast corner of Harrison County to the state line.

In 1870 the assessed value of taxable property in the county was \$2,289,919; in 1882, \$3,026,364; in 1903, \$5,663,315; and in 1913, \$12,901,680. Outside of lumbering and the industrial activities concentrated at Marshall, the important sources of wealth in the modern Harrison County are diversified farming and fruit growing. Hundreds of carloads of peaches are shipped annually from this county to northern and eastern markets, and great success has attended nearly all lines of fruit culture. While the old staples of cotton and corn still receive most of the acreage devoted to farm crops, the business of live stock raising, especially the breeding of Jersey cattle and the growing of a large variety of forage and vegetable crops is now one of the chief assets of Harrison County farmers. Undeveloped resources include iron, lignite and coal, and many traces of oil have been discovered. Harrison County has con-

structed without the issue of bonds about one hundred and twenty miles of good roads. The general agricultural summary is indicated by statistics taken from the last census report. There were 4,601 farms, as compared with 4,088 farms in 1900. The total area of the county is 558,080 acres, of which 438,557 acres were included in farms. The number of cattle was 26,050; horses and mules, about 8,500; hogs 19,053; and poultry, 92,081. The acreage planted in cotton in 1902 was 72,660; in corn, 51,578; in peanuts, 2,394; in oats, 795; in potatoes and sweet potatoes, about 1,500 acres; in other vegetables, 1,873 acres; while the predominant position of Harrison County among the fruit sections of east Texas was indicated by the enumeration of about 383,000 orchard fruit trees, besides statistics for grapes, tropical fruits, and various small fruits.

Outside of Marshall some of the small towns of the county are Hallsville, Harleton, Waskom, Jonesville, Elysian Fields. The City of Marshall has long had a prominent place among Texas towns, and by all the standards of measurement is now one of the progressive east Texas cities and ranks tenth among the cities of the state in manufactures. Natural gas is piped to the city for domestic and manufacturing companies purposes at a very low rate from the Caddo oil and gas fields of Louisiana. For many years Marshall has been the seat of the car wheel and foundry industry, and also has the shops of the Texas & Pacific Railroad. The Marshall & East Texas Railroad also has its headquarters and shops in the city. The population of Marshall in 1890 was 7,207; in 1900, 7,855; and in 1910, 11,452. A view of the city in 1882, about thirty years ago, is contained in the following quotations from a former publication: "Marshall, the county seat, has a population of about 7,000, and has long been noted for its culture, intelligence, social and educational advantages. There are located there the Masonic Male and Female Institute, the Marshall University, and a Male and Female Academy under the direction of the Roman Catholics. In addition to these there are five or six private school of a lower grade. All the leading religious denominations have commodious houses of worship in Marshall, and churches are found in every neighborhood, both for the white and colored population. A foundry, engaged in the manufacture of car wheels and freight cars and employing over three hundred men, obtains its supply of iron ore within a mile of Marshall, at which place the machine shops of the Texas & Pacific Railway are located, mainly on account of its proximity to these deposits of iron ore. There are also two wagon factories, one cotton gin factory and an ice factory at Marshall."

GREGG COUNTY

By the year 1870 the old Southern Pacific, which soon afterwards became the Texas & Pacific, was completed from Shreveport, Louisiana, as far as Longview, and during the next two years construction was pushed rapidly until the road reached Dallas. In the meantime, in 1870, construction work on the old International Railroad was begun in Robertson County, and was rapidly extended until it reached Long-

view, a distance of about one hundred and seventy-five miles, by December of 1872. Thus within a space of two years Longview had become one of the important railway centers of east Texas, the junction point of two systems that later extended their lines to the extreme limits of the state on the west and south.

Gregg County originated about the same time that these two railroads effected a junction at Longview. The county was detached from portions of Upshur and Rusk counties in 1873 and a county government organized in the same year. It is one of the smaller counties of the state, and the City of Longview has contained about a third of the total population of the county. Besides the two trunk lines of railway that met at Longview, the county was also traversed by another line by 1882, known then as the Longview & Sabine Valley Railway, extending southeast from Longview into Panola. This road subsequently became the Texas & Gulf, reaching into Shelby County and tapping the great timber resources of the Sabine Valley. In 1907 it was acquired by the Santa Fe System.

Gregg County in 1880 had a population of 8,530, more than half being negroes; in 1890, 9,402; in 1900, 12,343; in 1910, 14,140 (7,781 negroes). The City of Longview in 1890 had a population of 2,034; in 1900, 3,591; and in 1910, 5,155. The assessed value of property in the county in 1882 was \$1,183,479; in 1903, \$2,523,790; and in 1913, \$4,723,655.

Gregg County is traversed by the Sabine River, and a large part of its area is still covered with a heavy growth of timber, consisting of various forms of hardwood and pine. In 1880 it was estimated that about six hundred million feet of merchantable short-leaf pine was standing in the county. The timber still furnishes material for several lumber mills, box factories and hardwood factories. For many years the manufacture of lumber and agriculture have been the chief industries in the rural districts, while later years have brought about much development in the line of live stock farming, especially in the raising of Jersey cattle and hogs, and also in horticulture, a number of carloads of peaches and other fruits being shipped to market annually. In 1882 there were fifteen sawmills in operation in the county, and at Longview were a wagon factory and foundry, and besides its manufacturing industries and its importance as a shipping center Longview for a number of years had a large resource in its railroad interests and is still regarded as a railway town. Outside of Longview one of the oldest centers of settlement in the county is Gladewater, and another town is Kilgore.

Thirty years ago hardly a sixth of the land was in cultivation. The last census reported 134,386 acres out of a total of 199,680 acres, in farms, and the amount of "improved land" was 70,000 acres as compared with about 54,000 acres in 1900. The number of farms in 1900 was 1,168, and in 1910, 1,683. The county in 1910 had 7,863 cattle; about 2,800 horses and mules; 8,513 hogs; and 33,902 poultry. The acreage planted in crops in 1909 included 23,985 in cotton; 17,427 in corn; a considerable area in oats and peanuts; about 1,250 in potatoes, sweet potatoes and other vegetables, and about 114,000 orchard fruit

trees were enumerated, which, considering the size of the county, gives this district an important rank among the fruit sections of northeast Texas.

SMITH COUNTY

This county was created in 1846 from Nacogdoches County and was organized in the same year. Its settlement had begun about the time the Texas Republic was established, and before the war it contained a relatively large population, had a large area cultivated in plantations, worked by slave labor, and even at that time Tyler was one of the leading towns in population, trade and culture in east Texas. The products of the plantations were sent to markets chiefly by the Sabine River, which forms the northern boundary of the county, or by the Neches, a portion of the western boundary. Even before the war population had grouped around a number of small church, postoffice and trading centers, and in 1856 the postoffices credited to Smith County bore the following names: Belzora, Berrien, Clopton, Flora, Garden Valley, Gum Springs, Hickory Grove, Jamestown, Mount Carmel, Ogsburn, Seven Leagues, Summer Grove and Tyler.

When the first Federal census was taken in 1850, Smith County had a population of 4,292 (717 slaves). In 1860 the population was 13,392 (4,982 slaves), and at that time Tyler had a population of 1,024. Though Smith County was characteristically southern in other respects, its slave population was less in proportion than we found in a number of other east Texas counties. The population since the war is shown by the following figures: In 1870, 16,532; in 1880, 21,863; in 1890, 28,324; in 1900, 37,370; and in 1910, 41,746 (17,246 negroes). Tyler, the metropolis of the county, had a population in 1890 of 6,908; in 1900, 8,069; and in 1910, 10,400. The next largest town in the county is Troupe, which originated as a railroad town, and in 1890 had 465 population, in 1900, 724, and in 1910, 1,126. Lindale had 658 inhabitants in 1910, and other towns are Swan, Bullard and Flint, all of which are important as shipping centers for the fruit and vegetable districts of the county; and Winona, Starrville, Mount Sylvan, Arp, Omen and Whitehouse.

Smith County still has an abundance of hardwood and pine timber, and in 1880 the amount of short-leaf pine in the county was estimated at over two billion feet. For more than thirty years the timber resources have supported numerous sawmills and kindred factories, and the county also has valuable deposits of iron ore, salt and clay. The county possesses a great variety of fertile soil, including a large acreage of alluvial land along the river bottoms. For thirty years or more the county has been noted for its fruit crop, but within the past twenty years this industry has been placed on a commercial basis, and according to statistics Smith County is now in the very front ranks of fruit raising counties in the state, especially in the orchard fruits. The first carload of peaches or truck is said to have been shipped out of the county about twenty years ago, and since then the crops of apples, peaches, tomatoes, berries and other forms of truck have aggregated more than a thousand carloads

annually, with a value reaching about a million dollars. The agricultural progress of the county before the war is indicated by the increase of improved land from about 9,000 acres in 1850 to over 80,000 acres by 1860. The profits of the plantations were derived chiefly from the growing of cotton and corn together with the raising of live stock. While cotton still occupies the first place in local agriculture, as measured by acreage, diversified farming is an established fact in Smith County and the varied economic resources include lumbering, stock raising, the standard lines of agriculture, poultry, vegetables and fruit. The total area of Smith County is 588,800 acres. The last census reported 447,178 acres included in farms, and about 267,000 acres as "improved land," as compared with about 221,000 acres in 1900. The number of farms increased from 4,993 in 1900 to 5,924 in 1910. The number of cattle enumerated at the last census was 25,411; horses and mules, about 12,000; hogs, 20,358; poultry, 128,183. In 1909, 87,123 acres were planted in cotton; 68,052 acres in corn; 2,056 acres in oats;



IN THE FRUIT BELT

1,288 acres in hay and forage crops; 689 acres in peanuts; 843 acres in potatoes; 702 acres in sweet potatoes, 2,906 acres in other vegetables. The pre-eminence of Smith County as a horticultural section is indicated by the enumeration of about 889,000 orchard fruit trees, nearly three times the number found in the average county of the eastern fruit belt. Besides the orchard fruits, among which peaches were the chief in number and value, about 1,000 acres were planted in small fruits, strawberries, blackberries and dewberries, and the growing of nuts also had a place in the statistics. The assessed value of taxable property in Smith County in 1870 was \$1,893,076; in 1882, \$3,523,290; in 1903, \$6,982,427; and in 1913, \$14,127,621, values having more than doubled in the past ten years.

As a railroad, manufacturing, commercial and social center, the City of Tyler has long had a distinctive place among Texas cities. Braman's Information about Texas, published in 1857, said of Tyler: "Tyler, the

county seat, is directly on the line of the Pacific Railroad. It is already a place of considerable importance, and contains many buildings of taste and beauty. The public square is very large, and in the center is a natural mound, on which the courthouse is built. Education has received the special attention of the people of Tyler, as is evidenced by the commodious building devoted to learning." As intimated in this quotation, the expectation at that time was that the old Southern Pacific Railway, then in course of construction between Shreveport and Marshall, would pass through Tyler. After construction was resumed on that road, following the war, it was built to Longview, with Tyler still on the proposed route of westward extension. The continuation of the railroad according to the original survey would have been a heavy blow to the progress and prosperity of the north Texas towns, chief among which was Dallas. Credit has been given to the enterprise of some Dallas citizens in securing a change of the route for it to pass through that city, and when the work of construction from Longview west was undertaken in 1870 the Texas & Pacific diverged to the north and all but missed Smith County entirely. In 1872 the International & Great Northern was built across the southeast corner of Smith County from Palestine to Longview. Thus the City of Tyler failed to secure its coveted position on either of these important pioneer Texas roads. Thus disappointed, the city and county raised a large amount of money and in a few years Tyler was at the center of several diverging railways. The original Texas portion of the great system now known as the St. Louis Southwestern or the Cotton Belt, was the Tyler Tap Railroad, which was chartered in December, 1871. It was built as a narrow gauge line from Tyler to Ferguson, a distance of twenty-one miles, tapping the line of the Texas & Pacific, and was completed in 1871. That gave Tyler a connection with what was then the chief railroad in north Texas. A few years later, in 1874, the branch of the International & Great Northern was completed between Troupe, in the southern part of Smith County, north through Tyler to Mineola. That gave Tyler two railways. The Tyler Tap having in the meantime become a portion of the system now known as the St. Louis Southwestern was extended west from Tyler to Waco in 1881. In 1881 another railroad enterprise originated in Tyler, known as the Kansas & Gulf Short Line, which was built from Tyler south and in the course of several years was completed to Lufkin. In 1887 this road was acquired by the Cotton Belt interests, but subsequently was operated by the Tyler & Southeastern Company, until 1899, when it again became a part of the Cotton Belt and so remains to the present time. Since the city redeemed itself by acquiring railway connections in all directions, Tyler has been growing in importance. In 1882 it claimed a population of about 4,000, had ample banking facilities, a number of business houses that sought their trade beyond the limits of Smith County, and was an important shipping point for cotton and other products. At that time it was the seat of the East Texas University, a school of high standing. The Town of Troupe, in the southeast part of the county, at one time threatened a serious rivalry with Tyler until the latter became a railroad town, but has since retained its position as the second city of the county. Tyler

now has all the modern municipal facilities and conveniences, has a number of industries employing extensive capital and hundreds of men, and a number of wholesale houses have been developed, so that the city now distributes merchandise over nearly all eastern Texas.

RUSK COUNTY

This is one of the long settled counties of the state, was one of the most populous of east Texas counties before the war, at which time there were hundreds of plantations and a dozen or more village centers over the county, but after the war, in addition to the collapse of the former industrial system, development was further retarded by the lack of railway facilities. Rusk County is now penetrated by several different railway lines, and its resources are such as to give it a high place in economic statistics. The county has always held a high place for the conservative character and general intelligence of the people.

Rusk County was taken from Nacogdoches County and organized in 1843. A small portion of the county was subsequently taken to form part of Gregg County on the north. Its progress before the war is illustrated by the following statistics of the Federal census: In 1850 the population was 8,148 (2,136 slaves), and the amount of improved land in the county was 27,500 acres. By 1860 the population was 15,803 (6,132 slaves) and improved land had increased to over 100,000 acres. For three decades after the war population was nearly stationary. In 1870 the population was 15,916; in 1880, 18,986; in 1890, 18,559; in 1900, 26,099; and in 1910, 26,946 (11,039 negroes). The generally rural character of the county before the war and many of the older centers of settlement are indicated by a list of the postoffices credited to this county in 1856, which were named Alma, Anadarco, Bellevue, Caledonia, Calhoun, Cambridge, Camden, Center, Cotton Plant, Fredonia, Harmony Hill, Henderson, then as now the county seat, Millville, Mount Enterprise, Murvill, New Danville, New Salem, Pine Hill, San Cosma, Sand Hill and Walling's Ferry. Henderson, as the chief town, was described in 1856 as "a place of much size and note, having many fine brick buildings, schoolhouses, churches and other public edifices." The first railroad in the county was the International & Great Northern, constructed across the northwest corner in 1872. The Town of Overton, on that railway, at once became the chief shipping point, and in 1877 a branch line was constructed from Overton to Henderson, a distance of sixteen miles. About 1882 what was then known as the Longview and Sabine Valley Railway was built across the northeastern corner of the county from Longview into Panola County. Since 1907 this has been a part of the Santa Fe system. Since 1903 the Texas & New Orleans Railway has been in operation, touching the extreme southwestern corner of the county. A branch from this road was built north to the old town of Mount Enterprise in Rusk County. Since 1907 a short railroad known as the Timpson & Henderson, has been built between the two towns named.

The assessed value of taxable property in Rusk County in 1870 was \$1,580,028; in 1882, \$2,393,204; in 1903, \$3,856,740; and in 1913,

\$5,977,880. Rusk County is situated in the midst of the heavily wooded and mineral district of east Texas. Thirty years ago four-fifths of the surface was clothed with a dense forest, consisting of oaks and other hard woods, and the county then had nearly three billion feet of short-leaf and loblolly pine. The county is on the divide between the Sabine and Angelina rivers. While a large amount of land has been brought under the plow, great quantities of timber remain and much of it available for manufacturing purposes. It is estimated that half a billion feet of standing timber still remain, and about fifteen sawmills are now in operation working up this raw material. Among other natural resources are deposits of clay, iron ore, lignite and marble. At one time a small iron foundry was operated at Overton. It was early demonstrated that Rusk County was a splendid section for the production of the ordinary crops and also for the growing of fruit, tobacco, and even rice and sugar cane. Thirty years ago it was estimated that less than seventy-five thousand acres were enclosed in farms, and most of the live stock roamed the range. Rusk County has always produced a large number of live stock, although stock raising has usually been carried on conjointly with agriculture. In 1882 there were over 14,000 cattle, 22,000 hogs, and much other stock in the county, and the last census reported 28,064 cattle; about 10,200 horses and mules; 19,513 hogs; 1,382 goats; and 109,517 poultry. The total area of the county is 629,120 acres, and in 1910 the amount included in farms was 451,626 acres. The amount of improved land increased from about 181,000 acres in 1900 to about 240,000 acres in 1910, and the number of farms from 4,338 in the former year to 4,894 in the latter. With the increase of railway facilities, Rusk has become an important truck and fruit growing section. The acreage given over to Irish and sweet potatoes, cabbage, tomatoes, and various other forms of truck is increasing annually, a large acreage is devoted to peanuts, peas and other crops of like nature, and for some years large shipments of peaches, apples and plums have been made. In 1909, 64,628 acres were in cotton; 60,788 acres in corn; 4,508 acres in oats; 1,300 acres in peanuts; 1,455 acres in hay and forage crops; about 1,300 acres in potatoes and sweet potatoes; 1,689 acres in other vegetables; and about 185,000 orchard fruit trees were enumerated.

There are no large towns in Rusk County, and those which have chief importance as trading and population centers are Henderson, Overton, Tatum, Mount Enterprise, Glen Fawn, Minden and Laneville. The Town of Henderson has made much progress in recent years, has three banks, a system of waterworks is being installed in 1914, and it is the concentration point for a large amount of the agricultural products raised in the tributary country.

PANOLA COUNTY

This county was created from portions of Harrison and Shelby counties in 1846 and organized the same year. The county contained a considerable population before the war, a number of plantations were opened and in 1860 nearly fifty thousand acres of land were classified as

"improved." The changes in the industrial system wrought by the war halted the progress of what had been begun before, and subsequent development awaited upon the tardy coming of the railroads, and for many years the lumber industry rather than farming was the chief resource. Although rich in varied natural resources, the many opportunities have been neglected until recent years. By 1882 only about fifty thousand acres were enclosed in farms, and owing to the lack of transportation facilities, except those afforded by the running streams, lumbering was not on a commercial basis and only a few sawmills were in operation to supply largely a local trade. Most of the farmers at that time raised a little cotton, corn and fruit, and placed their chief dependence in hogs and cattle, particularly the former.

For a number of years the nearest railway point was Longview, and during the '80s the Longview & Sabine Valley Railway was constructed to Carthage, the county seat of Panola County. This road subsequently became known as the Texas & Gulf, and by 1907, when it was consolidated with the Santa Fe system, was in operation from Longview to Waterman, the latter town being in Shelby County. In the meantime the lumber interests pushed a railroad north from Beaumont through Jasper and Shelby counties to Center, and in 1910 the Santa Fe connected the two lines by a branch from Center to Timpson. This is the only railway in Panola County, and besides its importance in facilitating the development of the lumber industry has also served to bring in many home seekers and stimulate development along all lines. Panola County is in the northern edge of the long-leaf pine district of Texas, and in 1880, besides the heavy growth of hard woods which covered all the rest of the county, the stand of long-leaf pine was estimated at more than a billion feet, and there was about the same amount of short-leaf pine. The county also has deposits of brick clay, and a brick plant is in operation at Carthage.

In 1850, Panola County had a population of 3,871 (1,193 slaves); in 1860, 8,475 (3,058 slaves). The distribution of this population before the war and some of the old centers of settlement in the county are indicated by the following list of postoffices for 1856; Bethany, Carthage, then the county seat as now, Fair Play, Grand Bluff, Kinlock, Lineville, McMillan's, Reed's Settlement, Sugar Hill and Walnut Hill. The changes of half a century, including the railroad and the lumber industry, have created new towns and besides Carthage the chief ones are Beckville, Gary or Zuber, Woods, Clayton, Boren, DeBerry, and others, most of them being places where a postoffice, a store, or a lumber mill are the principal features.

In 1870 Panola County had a population of 10,119; in 1880, 12,219; in 1890, 14,328; in 1900, 21,404; and in 1910, 20,424 (8,842 negroes). The assessed value of taxable property in 1870 aggregated only \$287,393; in 1881, \$1,224,078; in 1903, \$2,421,882; and in 1913, \$4,701,200. The last census reported 312,821 acres, out of a total of 538,880 acres, as included in farms; about 165,000 acres as "improved land," as compared with about 141,000 acres in 1900; the number of farms as 3,398, compared with 3,413 in 1900. While the raising of hogs was an important resource among the older settlers, the county has since developed as an important

general live stock section. In 1910, 24,925 cattle were enumerated; about 6,300 horses and mules; 26,762 hogs; 2,020 goats; and 75,624 poultry. The principal crops in 1909 were cotton, 53,180 acres; corn, 41,010 acres; peanuts, 2,398 acres; oats, 1,425 acres; about 1,900 acres were in sweet potatoes, potatoes and other vegetables; and about 97,000 orchard fruit trees were enumerated.

CHEROKEE COUNTY

Cherokee County has a splendid array of natural resources. It is in the heart of the iron ore district of East Texas and more than thirty years ago the eastern branch of the state penitentiary was built near the Town of Rusk, chiefly with a view to give profitable employment to the convicts in developing the large deposits of ore. Thirty years ago about four-fifths of the entire area of the county comprised a dense forest, with nearly all the native trees of East Texas, and particularly in the southern part of the county a heavy stand of pine, the estimate of the forestry bureau for 1880 indicating over two billion feet of short-leaf and more than five hundred million feet of loblolly pine. But more important than all other resources, through the developments of the last thirty years, is the fruit industry. What is known among horticulturists as "the Jacksonville country" surrounding the City of Jacksonville in the northern part of Cherokee County, produces the fruit and vegetables which have given Texas its best reputation in these lines. Thirty years ago the two principal crops of the county were cotton, the production of which was estimated at about twenty-eight thousand bales, and corn, about two hundred thousand bushels. At that time the soil and climate were known to be especially propitious for the raising of vegetables and fruit, and it was claimed for the peaches that they were nowhere surpassed in size and flavor. The growing of peaches on a commercial basis for the northern markets began about that time, and has been an increasing industry ever since. For a number of years the shipments were confined to express packages, but about 1900 refrigerator cars were introduced to handle the crops, and hundreds of carloads go out from Jacksonville and other adjacent shipping points every year. Less than twenty years ago the tomato growing industry was established, the local truck growers taking up this crop in competition with the Mississippi tomato growers and in a short time getting the business well established. The pre-eminence of Cherokee County as a fruit and vegetable center is indicated by some figures from the last census. In that year, 1910, about nine hundred and sixty-eight thousand orchard fruit trees were enumerated, more than nine hundred thousand being peaches, and the total number being larger than that found in any other county, Smith County ranking second in number of trees with Henderson third. At the same time the county showed a larger acreage in the vegetable crops than any other. In 1909, 2,271 acres were planted in potatoes; 634 acres in sweet potatoes; and 4,663 acres in other vegetables.

Concerning the Jacksonville fruit country a horticultural expert from the Agricultural and Mechanical College of Texas recently wrote: "It is conceded by all informed persons that the Jacksonville country, which

includes not only Cherokee County but portions of Rusk, Smith and Anderson counties, was the pioneer section in the East Texas development of the fruit and truck growing industry, and that from the first it has easily led all others along these lines. The Jacksonville country is now looked upon as the center of the tried and proven fruit and truck growing region, and other parts of East Texas are judged as to value from the extent or degree of departure from the soil and climatic conditions which prevail in this section. The land is particularly well adapted for peaches and early spring vegetables, being sandy in its nature for the most part, although some clay and bottom lands exist. The sandy soil is underlaid with a porous red clay, which is beneficial in many ways. It is loose enough to afford splendid drainage, but still has a great capacity for holding moisture in dry seasons. A serious feature of most sandy soil is the rapidity with which fertilizers leach through it. In the Jacksonville country there are all the advantages of sandy soil, warm weather and easy working, without this disadvantage of rapid leaching, because as a whole the red clay comes within a few inches of the surface, forming a floor through which plant roots easily penetrate, but through which very little plant food is able to pass. As a result of this condition the trucker feels safe in applying fertilizers liberally for he is sure to reap the benefit, if not in the first, then in the subsequent crops.

"The Jacksonville country has many advantages other than soil and climate that tend to make it an exceptionally desirable region for the truck and fruit grower. First, the early vegetable business is no longer in an experimental stage, as it is in many other sections. The years' of uncertainty are passed and the growers are experienced, and the best advice obtainable anywhere can be had by visiting one of the hundreds of successful truckers of this section. In the second place, the experience of years has taught the necessity of conservatism and business methods of marketing the crops, and the well organized Truck & Fruit Growers Associations of this region have solved the problem of obtaining satisfactory and safe sales for their produce. The buyers of the east and north make Jacksonville their headquarters during the season, assured by experience that if there is any fruit or truck in East Texas it is to be found most abundantly at that point. This region has made its reputation in the cultivation of fruit and truck, and it is not probable that the growers will depart from a system of farming which has proved so profitable and satisfactory as the present one."

Cherokee County was taken from Nacogdoches County in 1846 and was organized the same year. By 1850 its population was 6,673 (1,283 slaves) and at that time the Town of Rusk, the county seat, was credited with a population of 355. The population in 1860 was 12,098 (3,246 slaves). Between 1850 and 1860 the amount of "improved land" had increased from about 19,000 acres to 59,000 acres. The western boundary of the county is the Neches River, and the county belongs in the well-watered and timbered district of East Texas. Before the war there were numerous plantations, and the early settlers depended upon corn and cotton and livestock for their revenues. Some of the old towns and older places of settlement in the county are indicated by the names of the postoffices in 1856: Alto, Box Creek, Jacksonville, Knoxville, Larissa, Linwood, Rusk, Sulphur Springs and Troutman.

The results of the war were seen partly in a decline of population by 1870 to 11,079; in 1880, the population was 16,723; in 1890, 22,975; in 1900, 25,154; and in 1910, 29,038 (7,641 negroes).

The first line of railway through the county was the International & Great Northern, constructed across the northwestern corner in 1872. The old Town of Jacksonville found a station on this line, and it was primarily on account of its railroad advantages and later through increased railroad facilities and as the central city in the fruit belt that Jacksonville has become the county's metropolis. In 1890 its population was 970; in 1900, 1,568; and in 1910, 2,875. A few years after the first railroad was constructed, there was built what was first known as Rusk Tap, a short line between Rusk to Jacksonville. In 1881 there was begun the construction at Tyler of what was known as the Kansas & Gulf Short Line, which was extended south to Jacksonville, connecting with the Rusk Tap and subsequently extended south to Lufkin, and for a number of years has been operated as a part of the St. Louis Southwestern, or Cotton Belt. This gave Jacksonville its second railroad, placed Rusk in direct communication with the railroad system of Texas, and also gave a station to the old Town of Alto in the southern part of the county, which in 1910 had a population of 672. The population of Rusk in 1890 was 1,383; in 1900, 846; and in 1910, after a revival of trade and industry, the population was 1,558. In 1882 the principal towns in the county besides the three just named were Larissa, Etna and Gent, all of them inland villages. In 1903 the Texas & New Orleans was completed between its former terminals in Henderson and Nacogdoches counties, and passing through Cherokee County gave a third railway to Jacksonville. Several new stations were established along the line, including Gallatin, Reklaw, Fry's Gap, and Ponta. Other towns along the Cotton Belt are Mount Selman, Dialville, Morrill, Forest and Wells. Since 1910 a branch of the Texas & New Orleans has been constructed between Gallatin and Rusk, and what is known as the Texas State Railroad, owned and constructed by the state, has been extended from Rusk, primarily to furnish transportation to the penitentiary and on west until now its other terminus is in Palestine. It has been chiefly through the state government, with the facilities of the penitentiary, that the iron ore deposits have been worked. This development has been attended by considerable irregularity, and the furnaces have had long intervals of repose. During the past thirty years, however, a large amount of iron has been smelted and manufactured into various products. In 1910 the industrial interests of the county comprised over fifty sawmills, several box and crate factories, forty cotton gins, a cotton-seed oil mill, two independent furnaces, and the state furnace and pipe works at the penitentiary.

In 1870 the assessed value of property was \$1,160,159; in 1882, \$1,657,603; in 1903, \$4,546,800; and in 1913, \$11,891,855. The last census reported 4,217 farms, as compared with 3,683 in 1900; about 185,000 acres of "improved land" as compared with about 149,000 acres in the preceding census; and 344,894 acres included in farms out of a total area of 671,360 acres. The livestock enumerated included 25,108 cattle; about 9,400 horses and mules; 23,035 hogs; 2,100 goats; and 118,594 poultry. In 1909, 55,948 acres were planted in corn; 38,961 acres in cotton; 2,011 acres in oats; and 772 acres in peanuts.

ANGELINA COUNTY

Angelina County lies in the East Texas timber belt and lumbering is the basis of its important manufacturing industries, and it is in the development of this form of wealth that the county has made its rapid progress during the last twenty years. As the timber has been cut off farmers have come in and occupied the cut-over land, and the county has made considerable progress in general agriculture and in fruit and truck growing. The county lies in the angle between the Neches and Angelina rivers, and before the building of railroads and before lumbering had reached an important scale, these rivers were used to float the products of the farm and sawlogs to the markets at Beaumont and other coast ports.

Angelina County was created from Nacogdoches County and organized in July, 1846. At the census of 1850 its population was 1,165 (196 slaves), and by 1860 the number of inhabitants had increased to 4,271 (686 slaves). Between those years, according to the figures of the census, the amount of improved land increased from about 3,000 to 16,000 acres. Most of the early settlers were small farmers and stock raisers rather than slave-holding planters, and for a number of years one of the principal sources of wealth was the raising of stock. After the war this industry declined, and most of the inhabitants found means of livelihood in the work of lumbering. The population by 1870 was 3,985, showing a decline since the preceding census; in 1880, 5,239; in 1890, 6,306; in 1900, 13,481; and in 1910, 17,705 (2,435 negroes).

At the beginning of the decade of the '80s the county was still without railroads, and only about 25,000 acres were in cultivation, the best land being held by capitalists who were awaiting the completion of railroads in order to develop their timber holdings. The county had about 10,000 cattle and 20,000 hogs and some other live stock. In a federal census bulletin of 1880 it was estimated that Angelina County had merchantable long-leaf pine amounting to one and a third billion feet and more than a billion feet of loblolly pine. Already there were a number of sawmills engaged in cutting this wood, but most of the timber was rafted down the Neches River to the mills at Beaumont. Before the war the county had the following postoffices, indicating the principal centers of settlement: Angelina, Marion, which was then the county seat and now an extinct village, Cheeseland, Elysium, Herrington's and Teran. At the beginning of the railroad era in the early '80s the county seat was at Homer, and other towns were Miami, Lufkin, Cheeseland, Wilmoth and Shawnee Creek. The value of property assessed in the county in 1870 was \$401,000; in 1881, \$732,282; and the rapid development of the next twenty years brought the valuation by 1903 to \$4,372,655; and by 1913 to \$10,078,407.

The first railroad to tap the great lumber resources of Angelina County was the Houston East & West Texas, which was extended from Houston as far as Moscow in Polk County by 1880, to Burke in Angelina County by 1881, and in the following year to Nacogdoches. For several years this was the only railroad through the county, and one of its chief stations was Lufkin, now the metropolis of Angelina County and the center of a number of radiating rail lines throughout

the timber belt of Southeast Texas. The second railroad was a part of what is now the Cotton Belt, the construction of which began at Tyler in 1881 under the name Kansas & Gulf Short Line, and in several years was completed as far as Lufkin. In 1887 this road became a part of the Cotton Belt, but from 1890 to 1899 was operated as the Tyler & Southeastern, and then again became a part of the Cotton Belt system. Up to the beginning of the present century these were the only railroads in the county. The Sabine & East Texas Railroad had been constructed from Sabine Pass as far as Rockland on the south side of the Neches River in 1882. In 1899 this road was acquired by the Southern Pacific interests under the name Texas & New Orleans, and was extended north and the entire line between Dallas and Beaumont was put in operation in 1903. Also in 1903 the Cotton Belt was built east from Lufkin to Warsaw in San Augustine County. In the ten years since 1903 Angelina County has been covered with almost a network of rail lines, reaching to all the important lumber camps. Lufkin is the center of most of these roads. All of them are short lines, the Texas Southeastern having the largest mileage, while others are the Eastern Texas, the Angelina & Neches Rivers, and the Shreveport, Houston & Gulf, and the Groveton, Lufkin & Northern.

Besides Lufkin a number of towns sprung up along these railways, and some of the more important are Huntington, Burke, Davalla, Diboll, Homer, and Pollok. Homer was for a number of years the county seat, but finally yielded that honor to Lufkin, after that town became the principal business center of the county. Lufkin's population in 1890 was 529; in 1900, 1,527; and in 1910, 2,749. All the railroads in the county except the Texas & New Orleans center at Lufkin, and it is the division point on the Houston, East & West Texas and the St. Louis Southwestern. In the vicinity are a number of large sawmills, and Lufkin has a number of industries, including wood-working establishments, foundry and machine shops, has a large mercantile trade with surrounding settlements, and is a city with the modern improvements of waterworks, electric lights and other public utilities.

The above paragraphs contain a summary of the most important developments of Angelina County to the present time. While the development along agricultural lines does not yet give the county a high rank, the possibilities of soil and climate are such that in the course of a few years Angelina will be considered more as an agricultural and horticultural district than as a great lumber center. The total area of the county is 601,600 acres. The last census reported 158,646 acres in farms; about 48,000 acres "improved land" as compared with about 44,000 acres in 1900; the number of farms as 1,569, compared with 1,403 in 1900. Of cattle there were 18,877; horses and mules, about 3,300; hogs, 32,266; sheep and goats, about 4,500; and poultry, about 50,000. In 1909, 15,856 acres were planted in corn; 8,384 acres in cotton; 829 acres in peanuts; about 1,100 acres in potatoes and sweet potatoes, and 631 acres in other vegetables; and about 86,000 orchard fruit trees were enumerated.

SABINE COUNTY

With the Sabine River as its eastern boundary, this county was within the area covered by the first settlements in East Texas, and was included in the jurisdiction of the municipality of Nacogdoches. In 1832 the district of Sabine was represented in the San Felipe convention, and before the establishment of the Republic there was a municipality called Sabine, which together with the municipalities of San Augustine and Bevil had jurisdiction over all that section of Southeastern Texas. Under the Republic Sabine municipality became Sabine county, and there has been a county organization since 1837. At the first federal census in Texas in 1850 the population of Sabine County was 2,498 (942 slaves); in 1860, 2,750 (1,150 slaves). As the county was originally completely covered with a heavy pine forest, and as there was no railroad until the present century, the increase of population was very slow. Population at successive decades has been: In 1870, 3,256; in 1880, 4,161; in 1890, 4,969; in 1900, 6,394; and in 1910, 8,582 (1,679 negroes). The old Town of Milam was the original county seat, and was named among the postoffices in 1856, other places with postal facilities at that time being Bear Creek, Fairmount and Sabine Town. The county seat was subsequently moved to Hemphill, near the center of the county, and still remains there, though it is an inland village, a number of miles from the only railroad.

The chief wealth of the county has always been its pineries, but the bulk of this wealth remained practically undeveloped until the present century. In earlier years water power was employed to drive the saw-mills, but the product was limited largely to the home demand. After Orange had become one of the most important lumbering manufacturing centers of Southeast Texas, the timber adjacent to the Sabine and its tributaries was cut and the logs rafted down the river to the mills. The county is in the long-leaf pine belt, and aside from its hardwoods, which have been comparatively unused, it is the pine timber that has been chiefly prized by the lumber interests. In 1880 it was estimated that the stand of long-leaf pine in the county was over one and a half billion feet. During the past ten or fifteen years a number of large milling plants have been established in the county, and the pine and to some extent the hardwoods are being rapidly manufactured into lumber. The county also has deposits of iron and lead ore.

The only line of railway is now a portion of the Santa Fe system. During the '90s this road was extended from Beaumont through Jasper County to Rogan. Late in the same decade the Gulf, Beaumont & Great Northern Company was organized, and by 1902 had thirty-eight miles in operation north of Rogan and it was soon afterwards extended through Sabine, San Augustine to Center in Shelby County. The chief railroad town in Sabine county is Bronson, and two other railway stations are Brookeland and Pineland.

The assessed wealth of Sabine County in 1870 was \$305,381; in 1882, \$406,298; in 1903, \$1,418,185; and in 1913, \$4,587,828.

While capital and labor in the county are chiefly employed in the exploitation of the timber resources, the work of the farmer is already in evidence, and the statistics of agriculture will serve as a basis of

comparison for the development of future years. Before the war not more than 14,000 acres had been developed agriculturally so as to be classified as improved land, and the area of cultivated farm land is still relatively small. The total area of the county is 376,960 acres, and the last census reported 105,529 acres included in farms, while about 39,000 acres were classified as "improved land," an amount in excess by about 2,000 acres of the figures for 1900. The number of farms has remained about stationary, being 1,047 in 1910. The live stock enumerated comprised 7,950 cattle; 1,900 horses and mules; 16,286 hogs; 1,488 sheep; 1,551 goats; and 23,934 poultry. The amount planted in corn in 1909 was 11,359 acres; in cotton, 9,770 acres; in peanuts, 393 acres; about 600 acres in potatoes, sweet potatoes and other vegetables; and the number of orchard fruit trees was about 20,000.

SAN AUGUSTINE COUNTY

This county is one of the oldest centers of American settlement in Texas. Situated between Nacogdoches and the Sabine River, it was on the border between the jurisdiction of Spain and the United States from the cession of the Louisiana territory in 1803 until the boundary was formally established at the Sabine River in 1819. The famous old San Antonio road, the "King's highway" across Texas into Louisiana passes through the northern portion of San Augustine County, and it was over this route that the Spanish colonists and soldiers came up from Old Mexico to the country about Nacogdoches. It was also the chief route of communication and immigration from the American states both during the Mexican régime and throughout the time of the Republic. About the time the Texas-Louisiana boundary question was settled in 1819, or even earlier, some Americans had made settlement along the Ayish Bayou in what is now San Augustine County, and among families still represented in the county are some whose ancestors settled there between 1819 and 1824. The earliest of these had come several years before Austin brought into Texas the first official American colony. The little settlement at Ayish Bayou furnished some volunteers to the short-lived Fredonian Republic during 1826-27. That portion of the modern county south of the San Antonio road was included in the Zavalla Empresario grant, made in 1829, and in 1834 the settlers along the Ayish Bayou obtained a separate municipal organization, under the name San Augustine. This municipality was represented in the general consultation at San Felipe in 1835 by Alexander Horton, who settled at Ayish Bayou in January, 1824, by A. Houston, W. N. Seigler, A. G. Kellogg and A. E. C. Johnson. There were volunteers from the municipality who served in the Revolution, and after the establishment of the Republic the municipality became a county, and its present boundaries were defined on December 14, 1837. The historic Town of San Augustine, the county seat, which was laid out and established as a town in 1831, was long known as "The Gateway to Texas," being the first town on the old San Antonio road after crossing the Sabine River. For a number of years, until after the Civil war, it continued to retain its early importance. It once boasted as being the Athens of the state,

with a three-story university and a two-story college building. There were many handsome old homesteads, some of which are still in the original ownership, and the town was a center of early culture and religion and was the home of many notable men in Texas life and affairs.

In later years San Augustine was sacrificed through the changing developments of the nineteenth century, and when the old San Antonio highway ceased to be the great artery of traffic across Texas, and when the railways directed population and industry into more favored sections, San Augustine remained isolated and until the last ten or fifteen years was a small village, a center of community life, but difficult of access and almost unknown to the newer and more flourishing communities of the state.

The population of San Augustine County in 1850 was 3,648 (1,561 slaves); in 1860, 4,094 (1,717 slaves). Before the war the chief industry



TERRELL FEDERAL BUILDING

of the people was agriculture and stock raising, and there were a number of plantations worked by slave labor. The census of 1850 reported about 18,000 acres of improved land, an amount which was increased by 1860 to about 23,000 acres. The lands most esteemed for cultivation in earlier years, and also now, is the section known as the "Red Belt," comprising soils of red waxy and red sandy nature, this belt extending centrally through the county for a length of about nineteen miles, and a width of about three and a half miles.

In population and general development the county remained almost stationary for many years. The population in 1870 was 4,196, slightly more than it had been before the war; in 1880, 5,084; in 1890, 6,688; in 1900, 8,434; and in 1910, 11,264 (3,453 negroes). Up to thirty years ago the great lumber resources of the county had hardly been touched, a few sawmills cutting only sufficient to supply the home demand. At that time four-fifths of the county's area was covered with a heavy

growth of oaks and other hard wood, and more than one and a half billion feet of long-leaf pine. At the present time the stand of merchantable timber, most of it long-leaf pine, is estimated at more than five hundred million feet, and during 1913 about thirty sawmills were in operation at various points in the county. Valuable and extensive deposits of iron ore are also found, but as yet undeveloped, and oil has been discovered in small quantities.

The development of the county was long retarded by lack of railroads. By 1882 the Sabine & East Texas line had been completed from Beaumont as far as Rockland in Tyler County, but a number of years passed before any railroad actually penetrated San Augustine County. During the '90s construction was begun on a railroad, chiefly for the development of the long-leaf pine district of East Texas, and constructed into Jasper County, and later the Gulf, Beaumont & Great Northern continued this road during 1901-02 as far as San Augustine. In 1903 the property was acquired by the Santa Fe Company, and it has since been extended north to Longview. This road gave San Augustine its first transportation connection with the outside world. In 1903 the Lufkin branch of the St. Louis Southwestern was extended from Lufkin east to Warsaw in San Augustine County, and within the last three or four years that line has been further extended along the southern edge of the county, developing the lumber industry of the Angelina River district. Around the lumber mills and railway stations have grown up a number of small villages, but the only place of importance is San Augustine. Thirty years ago San Augustine was represented as the only town in the county, with about 800 inhabitants, and a large local trade. It still sustained a private school of high grade, besides public schools, and was a town and community noted for its churches, culture and the orderly character of the people. In 1890 the census credited San Augustine with 744 inhabitants, but at the census of 1900 the population was only 261. Since then the railroad has brought renewed prosperity, and the population in 1910 was 1,204. The value of taxable property in the county in 1870 was \$405,807; in 1881, \$561,270; in 1903, \$1,956,477; and in 1913, \$5,598,121.

In the farming districts the raising of live stock has been more important than the growing of crops, but with the removal of the forests and the influx of many homeseekers since the beginning of the railroad era, agricultural development has begun on a more substantial basis. The total area of the county is 398,080. The last census reported 137,768 acres included in farms; about 58,000 acres as "improved land," as compared with about 51,000 acres in 1900; the number of farms was 1,647, and in 1900, 1,406. Of cattle there were 10,908; horses and mules about 3,300; hogs, 16,986; sheep, 1,211; goats, 1,562; and poultry, 31,512. In 1909, 19,289 acres were planted in corn; 16,098 acres in cotton; 435 acres in peanuts; about 800 acres in potatoes, sweet potatoes and other vegetables; and there were about 18,000 orchard fruit trees in the county.

NACOGDOCHES COUNTY

Nacogdoches was one of the centers of Spanish missionary and colonization enterprise in East Texas beginning with the closing years of the

eighteenth century, and in 1716 one of the group of missions and military garrisons designed to preserve the authority of Spain on the borders of East Texas was established in the vicinity of the present Nacogdoches. By 1770 there were considerable numbers of Spanish, Indians and French settled about Nacogdoches, and situated close to the border of Louisiana, there were attractive opportunities for trade intercourse with the French inhabitants of Louisiana, although such intercourse was rigidly forbidden by the Spanish authorities. Consequently there was much opposition to the royal order, issued in 1772, for the abandonment of all the presidios, missions and settlements in East Texas, and though the removal was made to San Antonio, under the escort of a military guard, some of the inhabitants contrived to stay behind, and in 1779 a number of the exiles, under the leadership of the enterprising and influential Gil Ybarbo, returned and chose to locate at Nacogdoches. Their arrival marks the beginning of the history of modern Nacogdoches as a town. From that time until the American settlement of Texas began during the '20s, Nacogdoches was the only point of any considerable importance north and east of San Antonio. In 1805 it had an estimated population of about 500. Nacogdoches was at that time the eastern terminus of the great San Antonio road, the old military thoroughfare leading from Mexico across the entire province of Texas. In spite of the rigid decree forbidding intercourse between the inhabitants of Texas and Louisiana, illicit trade went on, and Nacogdoches enjoyed this and other peculiar advantages as a border town. After the United States had acquired Louisiana territory in 1803, and as a result of the various filibustering and revolutionary expeditions organized for the purpose of conquering Texas, Nacogdoches became a frontier military post, and a garrison of Spanish soldiers was maintained there for a number of years. After the settlement of the Texas-Louisiana boundary in 1819 and the repeal of the laws forbidding trade and immigration from the American side, Nacogdoches continued to profit by its position on the frontier and along the chief highway into Texas. During the first two decades of the nineteenth century Nacogdoches was several times occupied by American revolutionary expeditions, and alternately by the Spanish forces, and the town suffered from the retributive measures by which Spain endeavored to keep its eastern borders free from American influence. When Stephen Austin passed through Nacogdoches in 1821, the town was in ruins, and had only the church and seven houses, including the Stone House, around the old public square. During 1826-27 Nacogdoches was the central point in the Fredonian war. In spite of the settlement of Americans in increasing numbers over all East Texas, Nacogdoches long retained its Spanish-Mexican character and was the seat of a considerable Mexican population even up to the Revolution. It was the scene in 1838 of what is known as the Nacogdoches Rebellion, in which the Mexican population in that locality and a number of Indians disclaimed their allegiance to the new republic, but the rebels dispersed before the Texas army had arrived.

Nacogdoches was one of the older municipalities of Texas during the Mexican regime, and exercised jurisdiction over all East Texas until the early '30s. Under the Texas Republic the municipality became a county, and a county government was organized in 1837. A number of

the East Texas counties were originally a part of the Nacogdoches jurisdiction. As long as the San Antonio road remained one of the chief thoroughfares by which immigration and traffic passed in and out of Texas, Nacogdoches enjoyed the advantages which might be compared with those of a railroad division point of modern times. As late as 1858 several stage lines had their headquarters in Nacogdoches, one of these passing along the general route of the San Antonio road from Central Texas, and another going eastward into Louisiana to Alexandria and Red River. A line between Washington on the Brazos to Nacogdoches, it is a matter of interest to note, was advertised to pass through the important points of Anderson in Grimes County, Huntsville in Walker County, Crockett in Houston County, Alto in Cherokee County, Douglass in Nacogdoches County to the Town of Nacogdoches. The eastern line went through Melrose and Cherino, both in Nacogdoches County, to San Augustine, thence to Milam, the old county seat of Sabine County, and on to the Sabine River at Sabine Town. These stations indicate some of the old stations of settlement in this vicinity, and their importance was largely derived from their position along this route. Aside from the stations in Nacogdoches County just mentioned, the only other postoffice in 1856 was at Linn Flat, north of Nacogdoches. With the subsequent building of railroads and the rapid development of newer sections of Texas, Nacogdoches County was shifted from its former important position, and remained isolated from the rest of the state, except by limited water transportation down the Angelina River and the overland stages and wagons, until thirty years ago.

The population of Nacogdoches County in 1850 was 5,193 (1404 slaves), and Nacogdoches City was credited with 468 inhabitants. Population in 1860 was 8,292 (2,359 slaves); in 1870, 9,614; in 1880, 11,590; in 1890, 15,984; in 1900, 24,663; in 1910, 27,407 (7,030 negroes). In the last thirty years the City of Nacogdoches has gained a place on several railroads, and has been steadily increasing in population and in commercial enterprise. The population in 1890 was 1,138; in 1900, 1,827; and in 1910, 3,369.

The first railroad to penetrate Nacogdoches County was the Houston East & West Texas, which was completed to Nacogdoches in 1882. At that time the city was said to have about five hundred inhabitants and the other towns of the county were Douglass, Linn Flat, Melrose, Cherino, the places already mentioned as having been in existence since before the war, and Martinsville. In a year or so the railway was extended on to the Louisiana line. The second railway was the southern portion of what is now the Texas & New Orleans, which had been built as the Sabine & East Texas Railway in 1882 from Sabine Pass to Rockland in Tyler County, was purchased by the Southern Pacific interests during the '90s, and between 1900 and 1903 the central division was constructed through Nacogdoches County. In the past ten years several short lines have been built, including the Cairo & Northern, running from Cairo in this county to Mount Enterprise in Rusk County; the Nacogdoches & Southeastern, through the southeastern corner of the county; and the Angelina and Neches rivers road, extending from Lufkin across the southeast corner of Nacogdoches County. The second town in population in the county is now Garrison, which had a popula-

tion in 1890 of 252; in 1900, 530; and in 1910, 627. Other railroad, trading and lumbering villages are: Sacul, Cushing, Trawick, Mahl, Appleby, besides the several old settlements previously mentioned.

Nacogdoches County has rich natural resources, including its forests, lignite, which is mined near Garrison, iron ore, some petroleum, while a large section of its agricultural lands is especially adapted for fruit, tobacco and truck crops. The lumber industry still constitutes the chief resource, and originally the entire area of the county was heavily forested, with a variety of hard woods, and with all classes of pines. In 1880 there was over a billion feet of long-leaf, over one and a half billion feet of short-leaf, and over thirty-five million feet of loblolly pine. The working up of this timber into lumber, except for the local supply, began less than thirty years ago, but the industry for the past ten years has been conducted on a large scale, and the several short railway lines were constructed chiefly to promote the lumber business.

In 1870 the assessed value of property in the county was \$1,731,906; in 1882, \$1,136,990, the decline being largely due to the causes which have previously been described; in 1903, \$5,059,200; and in 1913, \$9,528,490. Agriculturally Nacogdoches County has been partially developed for a long period of years, and more recently a large amount of its cut-over lands have been occupied by homeseekers, and diversified farming, including fruit culture and live stock raising, is increasing in value as the lumber resources decline. Before the war the county had about 46,000 acres of improved land, and most of the settlers at that time were engaged in the cultivation of corn and cotton and the raising of live stock. Thirty years ago the county had about 12,000 cattle, 19,000 hogs, 4,000 horses and mules, and 3,000 sheep, and since then there has been an important numerical increase, while the methods of handling the stock and the introduction of better grades have largely increased the value. The figures for 1910 included 22,437 cattle; about 7,900 horses and mules; 28,791 hogs; about 3,100 sheep and goats; and 99,200 poultry. The total area of Nacogdoches County is 677,760 acres. The last census reported 340,784 acres included in farms; about 152,000 acres as "improved land," compared with about 140,000 acres at the preceding census; the number of farms 3,991, compared with 3,678 in 1900. The amount of land planted in corn in 1909 was 48,457 acres; in cotton, 40,321; in oats, 1,949; in peanuts, 1,224; in potatoes and sweet potatoes about 800 acres; in other vegetables 1,208 acres; in sugar cane, which is also a valuable crop in adjacent counties, 612 acres; and about 165,000 orchard fruit trees were enumerated. The county is included in the great East Texas fruit belt of which Cherokee County, adjoining Nacogdoches on the west, is the center.

SHELBY COUNTY

Shelby County is one of the original counties of Texas, having been a municipality during the Mexican regime, and being organized with a county government under the Republic. Lying east of Nacogdoches County, with the old San Antonio road close to its southern boundary, and the Sabine River on the east, its situation was such as to early attract settlers, and for a number of years it was in the border country

between the chief Spanish outpost of Nacogdoches and the French and American settlement in Louisiana. It was in the old "neutral ground" district and was the haunt of a number of the border characters that during the early years of the last century comprised the half-outlaw population of that district. In 1842 it was one of the principal scenes of the "moderators and regulators war" of Eastern Texas.

The following item from the Texas Telegraph of December 2, 1835, mentions the organization of the municipality that under the Republic became Shelby County: "The district of Tenehaw, in the department of Nacogdoches, has been formed into a separate municipality, to be called Tenehaw. The seat of justice is established at the town of Nashville." After the organization of the county in 1837 the county seat was placed at the town of Shelbyville, and about 1876 was removed to its present location at Center.

The population of Shelby County in 1850 was 4,239 (961 slaves); in 1860, 5,362 (1,476 slaves). Some of the old centers of population at that time are indicated by the following list of postoffices existing in 1856: Buena Vista, Graham's Mills, Hamilton, Hilliard's, Shelbyville, the county seat, and Truet's Store. In 1850 the census reported about twenty thousand acres of improved land in the county, and this was increased by 1860 to about twenty-nine thousand acres.

The population of the county in 1870 was 5,732; in 1880, 9,523; in 1890, 14,365; in 1900, 20,452; and in 1910, 26,423 (5,274 negroes). The county has no large towns, though the railroads have given importance to several places, and there are a number of points at which the lumber mills and other activities have made towns of more or less permanent character. The county seat of Center in 1910 had a population of 1,684; Timpson, the principal railway center, had a population of 1,528; while Tenaha was a town of 491; and Waterman, of 476.

While Shelby County before and after the war supported a considerable population chiefly engaged in farming and the raising of stock, the county's economic importance in later times has come from its timber. The county is in the northern limits of the long-leaf pine district, and has also vast quantities of short-leaf and loblolly, also cypress, oak, and many other hard woods. In 1880 it was estimated that over four hundred million feet of merchantable long-leaf pine was standing in the county, while the short-leaf was estimated at upwards of two billion feet. Only a limited amount of commercial lumbering was done in the county until the decade of the '80s, the local mills cutting for home supply, and to some extent logs were rafted down the river to the southern mills. The principal means of transportation in early years was by steamboat on the Sabine River, though that stream was navigable for such craft only a few months of the year. The cutting of timber and the manufacture of lumber and other wood products has for a number of years been engaging a vast amount of capital and the services of many hundred men, and most of the railroad lines have been constructed in order to facilitate that industry.

The first railroad in the county was the Houston East & West Texas, which had been built as far as Nacogdoches in 1882, and was completed to the Sabine River in Shelby County by December, 1885. This road passes through the northern section of the county, and none of the old

towns were located along its route. The principal stations on that line are Timpson, Tenaha and Joaquin. The second railroad was the Marshall, Timpson & Sabine Pass, which by 1903 was in operation between Timpson and Carthage, there connecting with another short line from Longview. These two roads were subsequently consolidated under the name Texas & Gulf, and by 1907 was extended south from Timpson to Waterman. The property was then acquired by the Santa Fe, together with the Gulf, Beaumont and Great Northern, which by 1902 had put a line in operation to Center, in Shelby County. In 1910 the two lines were connected by a branch from Center to Zuber in Panola County. Another short line has been constructed known as the Timpson & Northwestern from Timpson to Henderson.

Shelby County has deposits of iron ore and lignite, but as yet they have been undeveloped. Less than a third of the land has been brought into cultivation, but new settlers are gradually taking up the cut-over lands, and live stock raising, the growing of staple crops, and horti-



EAST TEXAS STRAWBERRY FARM

culture and truck raising are already established as an industry second only to the lumber interests. The total area of the county is 533,120 acres, with 302,629 acres included in farms according to the report of the last census. At that time there were about 144,000 acres of "improved land" compared with about 113,000 acres in 1900; the number of farms was 3,503, compared with 3,218 in 1900. The live stock enumerated comprised 22,442 cattle; about 6,500 horses and mules; 30,088 hogs; 1,446 sheep; 2,602 goats; and 95,309 poultry. In 1909, 42,582 acres were planted in corn; 42,660 acres in cotton; 1,446 acres in oats; 1,292 acres in peanuts; 956 acres in sugar cane; 971 acres in sweet potatoes; 339 acres in potatoes; and 1,022 acres in other vegetables. About one hundred and twenty-five thousand orchard fruit trees were enumerated, and the statistics indicate considerable attention paid to grapes and tropical fruits. The county's resources as measured by assessed values in 1870 were \$484,357; in 1881, \$852,186; in 1903, \$3,050,265; and in 1913, \$7,283,272.

WINKLER COUNTY

Winkler County touches the southeastern corner of New Mexico, and was created from Tom Green County in 1887, but remained without a county government until 1910. Its soil is sandy for the most part, and while an underground water supply may be obtained in many places it is a country which will have very little agricultural development at least for many years. Its ranges have been occupied by stockmen for thirty years or more, and there is no important development to be recorded except a very gradual breaking up of the larger ranges and the cultivation of limited areas by dry farming methods. The Texas & Pacific Railway touches the southeast corner of the county and made it accessible many years before settlers came in any numbers.

In 1890 the county was accorded a population of 18; in 1900, 60; and in 1910, 442. Since the organization of the county the Village of Kermit, near the center of the county, has been made the county seat, and is the only town in the county. The total assessment in 1909 was \$818,363; in 1913, \$1,085,473. Of the total area of 540,160 acres, more than half was classified as farms or ranches according to the last census report, but only 638 acres were "improved land." There were 128 farms enumerated, as compared with 12 at the preceding census. The last census afforded no statistics on agriculture, except about 200 acres planted in hay and forage crops. The number of cattle were 14,246; horses and mules, about 1,000; sheep, 3,863; and goats, 1,000.

STEPHENS COUNTY

Situated west of Palo Pinto County, Stephens was created in 1858, but remained unorganized until the year 1876. The Texas Almanac for 1867 said: "The greater portion of the land was located and surveyed by the Texan Emigration & Land Company or for State University and asylum lands, and most of the settlers in this county were stock raisers who had squatted on the company and state lands." For many years the county contributed wealth only in proportion as it was used as a range by the cattlemen, but the permanent settlement of the county occurred between 1870 and 1880. In 1880 the Texas & Pacific Railroad was built across the southeastern corner of the county, and that is yet the only railroad with any mileage in Stephens County. Lack of transportation has been the chief bar to the development of agricultural and mineral resources. The growing of a cotton crop began during the '70s, and about the same time the coal deposits in the northern part of the county were opened, but the latter have never been developed except for local use. More recently a gas field has been developed near the county seat of Breckenridge. In recent years the underground water supply about Wayland and other points in the county has been tapped, and it is estimated that about a thousand acres are irrigated. The progress of population during the first half century of the county's existence was as follows: In 1860, 230; in 1870, 330; in 1880, 4,725; in 1890, 4,926; in 1900, 6,466; and in 1910, 7,980. In 1870 the taxable property of the county was assessed at \$182,347; in 1882, \$1,166,676; in 1903, \$2,644,260; and in 1913, \$4,707,071.

The total area of the county is 592,000 acres, the most of which was reported in farms at the last census, and 86,699 acres in "improved land," against about 58,000 acres classified as improved in 1900. There were 1,375 farms in 1910, and 1,049 in 1900. The live stock and agricultural statistics from the last census were as follows: Cattle, 35,262; horses and mules, about 7,900; hogs, 5,271; sheep and goats, about 1,900; and poultry, 34,274. In 1909 the cotton acreage was 28,956; hay and forage crops, 5,343; corn, 3,700; kafir corn and milo maize, 3,541; and a limited acreage in wheat. There were 38,000 orchard fruit trees enumerated, and about nine thousand pecan trees.

The county has developed no important towns. Breckenridge, the



From the National Geographic Magazine

A CANYON IN THE PLAINS

county seat, lies at the center of the county and many miles from railroads. Other towns are Caddo, Wayland and Gunsight.

As a matter of history it should be noted that when Stephens County was created in 1858 the Legislature gave it the name Buchanan County. The settlers who ventured into the region before the period of hostilities beginning with the war attempted a county organization in 1860, but the county government was soon abandoned, and as already stated, the official existence of the county begins in 1876. In 1861 the state Legislature changed the name of the county to Stephens, in honor of Alexander H. Stephens, then vice-president of the Confederate states.

SHACKELFORD COUNTY

Situated on the upper courses of the Brazos River, Shackelford has long been regarded as one of the best watered counties in western Texas, and was therefore an attractive range for stockmen. The stock interests have always predominated, and while agriculture has made much progress during the last twenty years, only a limited area compared with the total surface of the county is in cultivation. The live stock reported at the last census was: Cattle, 42,054; horses and mules, about six thousand one hundred; hogs, 1,735; poultry, 15,574. Farms enumerated in 1910 were 589, as compared with 251 at the preceding census. The total area of the county is 606,080 acres, with 487,375 included in farms or ranches at the last census, but only about forty-seven thousand acres "improved land," as compared with about thirty-five thousand acres ten years previously. Cotton was the chief crop, 15,519 acres being planted in 1909; 2,699 acres in kafir corn and milo maize; and 4,862 acres in hay and forage crops. The county had a limited number of orchard fruit trees, and about thirty-two thousand pecan trees were enumerated. The mineral resources consist of coal, oil and gas, and have been little developed. Natural gas wells near Moran supply that town with fuel and light.

Shackelford County was created in 1858, but remained without a county organization until 1874. Its population in 1860 was given as 44; in 1870, 455; in 1880, 2,037; in 1890, 2,012; in 1900, 2,461; and in 1910, 4,201.

The first important factor in the county's settlement and development was the establishment, about 1867, of Fort Griffin, on the Clear Fork of the Brazos River at the north edge of the county. During the decade or more of its existence, Fort Griffin was the most notorious town in west Texas, and among the old timers was a familiar geographical locality as Fort Worth is to the present generation. It was a military post, a cattle town, and a buffalo hunters' supply and trading place. During the decade of the '70s, while the railroads were being built into north and west Texas and civilization was pressing the frontier westward, the Indians and the buffalo made their final stand, and while the former were driven out so as to no longer interfere with the advance of the white settlers, the latter were practically exterminated by a ruthless slaughter conducted by a large number of organized bands of "buffalo hunters," chiefly for the sake of the profit derived from the hides. The center of the buffalo hunting business in west Texas was old Fort Griffin, it was there that the army of hunters rendezvoused, there they got their supplies of food and ammunition, thither they returned when the hunt was over and the wagons were piled high with the bales of hides, to revel and carouse in what was probably the "wildest and the wooliest" town of Texas. Cattlemen, soldiers, and skin-hunters formed a rough and characteristic population, mingled with which were the professional gamblers and whiskey sellers. Fort Griffin was for some years a junction point for two industries. During the '70s it became a main station of the Fort Griffin cattle trail from south Texas, and until the railroad concentrated cattle shipment at Fort Worth, great herds passed to the northern pastures and markets through this old town. At the same time

its prestige was increased as the headquarters for the buffalo industry. These two factors, combined with its military post, gave the town unrivaled importance in the territory west of Fort Worth. Its fame and existence were transitory, and now it is hardly recognized as a point in Texas geography. A few sentences quoted from a Fort Worth paper during 1877 will illustrate some phases in the life of the town. As to its superficial aspect, one writer says: "Nothing save a few dobie and picket houses, corrals, and immense stacks of buffalo hides. The post, on the hill a quarter of a mile south, is almost depopulated, one company of negro soldiers keeping garrison. F. E. Conrad's storerooms, near the post, are the most extensive establishment in the place. There hunters procure supplies and deliver most of their hides. To give an idea of the immensity of his business, imagine a huge, rambling house, of several different rooms, crowded with merchandise; with forty or fifty wagons to be loaded, and perhaps one hundred hunters purchasing supplies. * * * Since the evacuation of the post the business of Griffin depends almost exclusively on the buffalo trade." Another correspondent, in the same year, said: "The military post was located here about ten years ago. This is a frontier town, with all the usual characteristics, but is orderly. * * * The picket houses are giving away to rock and shingle-roofed frame buildings, the lumber being hauled from Fort Worth. The buffalo hide industry has reached large proportions, two hundred thousand having been received here last season. Near the town coal deposits have been discovered, and are being worked to supply the local demand." Concerning the life at Griffin by night, he said: "It is a gay and festive place; night is turned into day; the dance and flowing bowl are indulged in freely, while hilarity and glee range supreme from eve until morning hours. Lager beer is twenty-five cents a glass." That was Fort Griffin in its most prosperous day, but only two years later, in 1879, a visitor said: "Griffin is not the live, bustling place we first knew it, in the palmy days of the buffalo." After the post was evacuated and the killing of buffalo for their hides had ceased as a large and profitable industry, there remained little to attract the various elements of population and business which had made the town so famous on the west Texas ranges.

Only a few years later, in 1882, the Texas Central Railway was completed to Albany, the county seat, and that remained the terminus of the road until 1899, when it was extended further west. Albany at once became the market town and the point of concentration for most of the stock gathered from the surrounding ranges, and has since remained the chief center of business and population. There are several other railway stations, and Moran is the only other important town in the county.

In 1882, the assessed value of taxable property in the county was \$1,037,300, of which more than a third was represented by live stock; the property valuation in 1903 was \$2,391,628; and in 1913, \$3,663,204.

CALLAHAN COUNTY

The legislature of 1858 gave the boundaries to Callahan County, but its population did not justify a county organization until 1877. The first county seat was Belle Plain, but when the Texas & Pacific Railway was

constructed through the county in 1881 its line was six miles from the county seat, and the government was subsequently transferred to Baird. The other railway stations established soon after the railroad came, were Clyde, Vigo and Putnam.

From the early '70s, when the cattlemen first occupied the county, its distinctive character has been that of a stock raising region. The greater part of the county's area is a rolling prairie, best adapted to pasturage, while the best agricultural lands are found in the valleys. Thirty years ago many of the stockmen gave their attention to sheep raising, but with the narrowing of the range limits the modern rancher has concentrated on cattle, and the general activities of the farmer have been greatly diversified.

Of a total area of 546,560 acres, the last census reported 466,482 acres included in farms, and about one hundred twenty thousand acres "improved land," as compared with about sixty-six thousand acres at the preceding census. There were 1,837 farms in 1910, as compared with 1,176 in 1900. Stock interests were enumerated as follows: Cattle, 27,526; horses and mules, 10,000; hogs, 5,382; goats, 3,957; and poultry, 54,246. In 1909, 52,467 acres were planted in cotton in Callahan County; 5,452 acres in corn; 5,457 acres in kafir corn and milo maize; 11,687 acres in hay and forage crops; while a limited acreage was given to oats, wheat, peanuts, and nearly seven hundred acres to potatoes, sweet potatoes, and other vegetables. Some noteworthy progress has been made in elevating Callahan County to a place among the fruit sections of west Texas, and the last census found about one hundred and two thousand orchard trees, besides approximately seventeen thousand pecan trees.

Previous to 1880 there was no separate census taken in Callahan County. In 1880 the population was 3,453; in 1890, 5,457; in 1900, 8,768; and in 1910, 12,973. The value of taxable property in 1882 was \$1,174,389; in 1903, \$3,192,890; and in 1913, \$6,073,539.

While the Texas & Pacific was constructed across the county in 1881, the line of the Texas Central crossed the extreme northeastern corner in 1882, and within the present decade a branch of the same road has been constructed across the south end of the Eastland County to the town of Cross Plains in Callahan. The chief city is Baird, the county seat, which in 1900, had a population of 1,502, and of 1,710 in 1910. Other towns are Cross Plains, Clyde, Putnam, Cottonwood, Eagle Cove, and Eula.

In the midst of the many large herds of cattle and sheep in Callahan County was planted the county seat, Belle Plain, in 1878. This place was described at the time as having "every indication of a rapidly growing frontier town; the livery stable is the out-of-doors, the hotel a storehouse, and the county officials do business in one and the same room. Business being dull, the citizens are found playing quoits on the public square most of the time." Continuing the same quotation: "A few miles east from Belle Plain is Callahan City, which failing to receive the appointment of county seat, its days are numbered, there being only one store, constructed of upright posts with ground floor." As already mentioned, when the railroad came through Callahan County, Belle Plain was left to one side, population centered about the principal

railroad station, and when the people again expressed preference for a county seat the railroad town won.

TAYLOR COUNTY

Taylor County was formed from portions of Bexar and Travis counties, February 1, 1858, and a change in boundaries was made in 1876. The county was formally organized July 3, 1878. Near the center of the county was the old town of Buffalo Gap, which was the first county seat. The county had received more than a proportionate share of settlers during the '70s, and over a thousand inhabitants were enumerated by 1880. In 1881 the Texas & Pacific Railway was built across the north side of the county, and that gave stability to conditions which hitherto had depended upon the migratory enterprise of range stockmen.

A quite accurate summary of conditions and developments of the county is quoted from a recent issue of the "Taylor County Year Book": "Cattle, horses, mules, sheep and goats, up to about twenty-five years ago, constituted the principal available wealth of the section. The conditions as to climate, rainfall, water, native grasses and forage plants were all especially favorable to the live stock industry. As late as 1875 large herds of buffalo ranged almost undisturbed over all of the section, and still later small herds found their way in, to be killed off quickly by hunters and the pioneer stockmen. They were in the section because they found here precisely what they needed, namely, abundant supplies of forage and water. Passing through the county as late as 1879, established ranches were to be found only at long intervals, and there were then in Taylor and Jones counties, for illustration, comparatively few settlers, and most of them in the main were engaged in stock raising, and had been attracted to the country by the abundance and luxuriance of the native grasses. A stockman who traveled through the entire section as late as the summer of 1876, says that the grasses everywhere were from one to three feet high, and that sometimes they were as high as a cow's back, not only in the bottoms, but also in spots on the drier upland. It was, indeed, an ideal stock country. There was plenty of stock water, and the man with the hoe had not yet put in his appearance to dispute with the stockmen the right and title to the boundless meadows. Some sheep men even then were scattered here and there along the uplands, where there was a shorter and richer growth of herbage, but they were so few in number that they were tolerated by the cattlemen for the reason only that there was such a plethoric abundance of both grass and water. Few, if any, of the stockmen then owned, or had in fact any exclusive right to a foot of the land occupied by them, but there was plenty for everyone and range rights were determined by rules that were agreed upon by all, though there was no statute laws to bind anyone. Now there is no longer any open range in Taylor County and the farmer is distinctly 'on top,' and the one traveling from one neighborhood to another, must travel through lanes, or along well defined public roads, between well improved farms on both sides. The natural conditions in 1913 are quite as favorable for the live stock industry as they were in the former years mentioned, except that instead of large herds of cattle, horses and sheep roaming almost at will on free

grass, now live stock are fenced in on the pasturages of the farmers and stock farmers who have purchased and now hold the land under title that the courts recognize as being good. It is the current opinion of those not informed on these subjects, that in consequence of the changes noted, there are not nearly so many of live stock throughout this section of the state as there were in the former years when on every hand they were to be seen on the open range. The fact is, however, as shown by the books of the several tax assessors and collectors throughout the section, that there are not only more live stock, but that they are superior in quality. In no other section of Texas are to be found cattle, horses, mules and sheep that class better, on the pastures and in the markets, than do those now in Taylor County, and every year the grade of each is improving."

These latter statements are particularly true, not only of Taylor County, but of many other counties, and the facts have been indicated in other county sketches. Taylor County, in 1882, had in round numbers, 13,000 cattle; 11,000 sheep and goats; 2,300 horses and mules; and about one thousand hogs. The Federal census, in 1910, enumerated the live stock as follows: 18,199 cattle; 12,000 horses and mules; 6,837 hogs; 4,532 sheep; and 78,779 poultry. Numerically the sheep industry alone has declined since 1882.

Taylor County now has several railroads. All, except the original Texas & Pacific, have been constructed within the last ten years. About 1905, the Abilene & Northern was chartered to build from Abilene to Stamford, and a little later the Abilene & Southern Railroad was started at Abilene and constructed as far as Ballinger, in 1909. During the present decade the Pecos & North Texas division of the Santa Fe system has been constructed through the county.

The population of Taylor County, in 1880, was 1,736; in 1890, 6,957; in 1900, 10,499; and in 1910, 26,293. In 1882, the assessed value of taxable property was \$733,809, a third being represented by live stock; in 1903, \$5,047,167; and in 1913, \$14,114,950.

For the past twenty years Taylor County has been the home of many prosperous farmers, and agricultural development has proceeded on diversified lines. The total area of the county is 581,120 acres, of which 468,377 acres were reported as included in farms or ranches in 1910. The amount of "improved land" at the last census was about two hundred and one thousand acres, a large increase during ten years, about eighty thousand acres having been so classified in 1900. In 1910, the county had 2,404 farms, as compared with 1,152 in 1900. The stock interests have already been noted. Few counties in west Texas have a larger acreage in crops, and the figures for 1909, are as follows: Cotton, 101,075 acres; kafir corn and milo maize, 20,961 acres; hay and forage crops, 19,778 acres; corn, 1,588 acres; oats, 1,227 acres; wheat, 1,557 acres. About fifty-eight thousand trees were enumerated in orchard fruits.

Taylor County voted out saloons from its area in 1902. It has been progressive in many lines, has voted a large amount of money for the construction and improvement of roads, has many farmers' institutes organized, and another important expression of the character of society is found in the fine public schools and colleges and the many beautiful churches in the county.

The chief city and county seat is Abilene, but the county has many other thriving small towns. The largest is Myrtle, on the Texas & Pacific west of Abilene, with a population in 1910 of 2,008. Other towns on the Texas & Pacific are Trent, Tye, Elmdale. Along the line of the Abilene & Southern are located Tuscola, also a junction point for that road and the Pecos & Northern Texas; Ovalo, Guion, Iberis and Bradshaw. On the line of the Pecos & Northern Texas are Buffalo Gap, the oldest town in the county, and other stations are Blair, Lawn and View. Some of the rural villages are Hamby, Potosi, Moro and Inkum.

The city of Abilene has for thirty years been an important center of trade and has become known because of its educational and church advantages, its railroads, its large local and wholesale business, and its excellent municipal improvements. Founded when the Texas & Pacific Railroad was built, its population in 1890 was 3,194; in 1900, 3,411; and in 1910, 9,204, so that at the present time more than a third of the county's population live in the chief city.

A visitor at Abilene in May, 1881, described the town as follows: "Three months ago Simpson's ranch was the only house in this country where the weary cowboy could find shelter. Not a tent had been stretched, and nothing but the bark of the prairie dog and the lowing of cattle disturbed the stillness. Now a city of 1,500 people adorns the broad level prairie. There are wholesale and retail stores, commission houses, hotels, churches and schools, a fine water supply and this is a distributing and trading point for Buffalo Gap, Phantom Hill, Fort Concho, and other government posts. The railroad depot was found to be inadequate to hold the goods brought for shipment and tents had to be stretched to shelter them. This is a cattle shipping point, but the farmers are already beginning to encroach."

Since 1888 Abilene has been the county seat. It has recently been organized under a commission form of government. Abilene has water-works, has paved streets in the business section, a sewer system, a street railway, electric lights, and arrangements have been made to introduce natural gas from the Moran fields. Besides its business and municipal advantages it enjoys a reputation as a college and school town. Simmons College was established there in 1892, under the auspices of the Baptist church, and is now regarded as one of the best equipped small colleges in the state. The Abilene Christian College was founded in 1906, and there are several other private schools. The public school system comprises a fine high school building and four ward schools. Near the city is located the state colony for epileptics, which was established by virtue of an act of 1892.

JONES COUNTY

The limits of Jones County were assigned by the Legislature in 1858, but there was hardly an inhabitant who could be classified as a permanent settler until about the beginning of the '70s. The county was organized June 13, 1881. That date corresponds with the time of construction of the Texas & Pacific Railway, through Taylor County on the south, and Jones County thus lay within the belt of territory largely developed through that pioneer West Texas railroad. The county had no rail-

ways until the present century, and until a few years ago was an almost exclusively stock raising country. The rapid increase in population and the building of railroads have provided markets for farm products and have made profitable the production of cotton and other staple crops and also the growing of vegetables and fruits.

In 1880 Jones County had a population of 546; in 1890, 3,797; in 1900, 7,053; and in 1910, 24,299. The increase was over three hundred per cent during the first decade of the present century. In 1900 the first railroad, the Texas Central, was completed to Stamford. The second railway in the county was a portion of the Kansas City, Mexico & Orient, which by 1905 had been completed from Sweetwater into Haskell County, crossing the northwest corner of Jones County. In 1905 the Wichita Valley Railroad Company was incorporated to construct a line from Seymour south to Stamford. About the same time the Abilene & Northern Railroad began construction from Abilene north, and the two lines were connected at Stamford in 1907. Subsequent extensions of these railways have given Jones County a large mileage, all of which has been laid since the beginning of the present century.

It is during the railroad era that the county has developed its chief towns. No town had a separate enumeration in 1900, and the principal center of population was Anson, the county seat, which had first been called Jones City. The chief shipping point was Abilene, over in Taylor County. In 1910 the chief towns with population were: Stamford, 3,902; Hamlin, 1,978, and Anson, 1,842. Other villages are Avoca, Lueders, Hawley and Tuxedo. These are all located on the various lines of railway.

Stamford, the chief city, is noted for the progressiveness of its citizens and for its public improvements. It has thirty-four blocks of brick paving, fine public buildings, business houses and residences. A number of industries are successfully conducted, and it is also a center for West Texas educational institutions. In 1899 a town site company was organized to anticipate the construction of the Texas Central west from Albany, which had been its terminus for nearly twenty years. The first sale of town lots was made in Stamford in January, 1900, and the first railway train arrived in the town on February 8th of the same year. An independent school district was at once organized, a public school building erected, a city hall in 1903, and in a few months the town furnished banking, hotel, shipping and general facilities to its large surrounding trade territory.

Property values were assessed in 1882 at \$701,524; in 1903, at \$2,837,850, and in 1913, \$12,191,525. The general economic development since 1900 is indicated by the returns of the last census. There were, in 1910, 2,907 farms as compared with only 820 in 1900. Of the total area of 590,080 acres, about 495,000 acres were included in farms or ranches in 1910, and about 246,000 acres were classified as "improved land," a larger amount than was found in some of the older counties in the eastern section of the state. The amount of improved land in 1900 was 78,000 acres. The live stock interests found at the last census were: Cattle, 15,970; horses and mules, about 14,900; hogs, 9,796, and poultry, 101,028. In 1909, 110,458 acres were planted in cotton; 36,049 acres in kafir corn and milo maize; 12,463 acres in hay and forage crops:

4,076 acres in corn; 1,792 acres in wheat; 2,252 acres in peanuts, and a limited acreage in oats, potatoes, sweet potatoes and other vegetables. About 40,000 orchard fruit trees were enumerated. These statistics give Jones a very favorable comparison not only with counties in the same area, but with those in older and more favored sections of the state. Considering that the substantial development of the county began about thirteen years ago, Jones has been one of the most rapidly progressive counties in all Northwest Texas.

NOLAN COUNTY

In 1876 the Legislature defined the boundaries of Nolan County, then far out on the West Texas plains, and occupied chiefly by the roving herds of buffalo, then being rapidly decimated, and by a few pioneer stockmen. Five years later, in 1881, the Texas & Pacific Railroad was built through the northern edge of the county, and until ten years ago was the only railway line in the county. In 1881 the county government was organized, and the county seat was placed at Sweetwater, one of the three railway stations in the county. No farming was attempted at that time, and in 1882 the live stock interests were estimated at about 11,000 cattle, 21,000 sheep and goats, and about 2,500 horses, mules and hogs.

The population of the county in 1880 was 640; in 1890, 1,573; in 1900, 2,611, and in 1910, 11,999. The rapid increase of population between 1900 and 1910 was accompanied by corresponding development of business and resources. About 1903 construction work was begun on the Kansas City, Mexico & Orient Railroad at Sweetwater, and in 1905 that road was placed in operation from Sweetwater north to the Red River. In 1911 Texico-Coleman division of the Santa Fe, known as the Pecos & Northern Texas, gave the county another trunk line, and increased the importance of Sweetwater as a railway city. Since then the Roscoe, Snyder & Pacific Railroad has been built from Roscoe, in this county, about fifty miles to the northwest.

In 1882 Nolan County's aggregate assessed values were \$908,276; in 1903, \$2,345,845, and in 1913, \$8,267,676.

While the ranchmen have in recent years been giving a great deal of time and attention to the improvement of their stock, diversified farming has also attracted enterprise and capital, and the county now produces a large amount of the staple crops. The total area of the county is 563,200 acres. The last census reported 385,578 acres included in farms and ranches, and about 93,000 acres in "improved land." In 1900 the county had 293 farms, and by 1910, 1,160 were enumerated. The live stock reported at the last census were: Cattle, 15,889; horses and mules, about 7,900; hogs, 3,732; sheep, 7,454; goats, 4,129, and poultry, 39,201. Though a West Texas county, cotton is the chief crop. In 1909, 32,699 acres were planted in that staple; 21,713 acres in kafir corn and milo maize; 7,334 acres in hay and forage crops, and 2,008 acres in corn. About 26,000 orchard fruit trees were enumerated in 1910.

Outside of Sweetwater the chief towns are Roscoe, the starting point of the Roscoe, Snyder & Pacific Railroad; Hylton, an inland village in the southern part of the county, and Decker, Dora, Nolan and Olga.

Sweetwater is now one of the leading railroad centers in this section of the state, and is growing as an industrial and commercial city. In the vicinity are found some large deposits of gypsum, and considerable quantities of the manufactured product are shipped. Sweetwater in 1900 had a population of only 670 and was a small town, but by 1910 its population was 4,176.

FISHER COUNTY

The development of Fisher County is quite accurately measured by the population statistics. At the census of 1880 only 136 persons were enumerated within the thirty miles square of territory which had been created by the Legislature in 1876. The county was at that time unorganized, and a county government was instituted in 1886. In 1881 the Texas & Pacific Railway was built across Western Texas and about three miles of the track was laid in Fisher County, along the southern border. On this mileage was established one station, Eskota, but the principal shipping point for a number of years was at Sweetwater. A large immigration followed, but chiefly stockmen, and by 1890 the population was 2,996. Between 1881 and 1900 no new railroads were built, and the pastoral characteristics were continued and little farming attempted. By 1900 the population was 3,708.

During the present century there have been many developments. Population increased by 1910 to 12,596, more than 300 per cent. By 1905 the Kansas City, Mexico & Orient Railway was in operation from Sweetwater through the county north toward Red River. About 1907 the Texas Central Railway was extended from Stamford west to Rotan in Fisher County. In 1911 the Texico-Coleman cut-off of the Santa Fe System crossed the southwestern corner of the county. In the meantime, the Orient Railway having been built to the east of the county seat of Roby, a short line known as the Estacada & Gulf was built from the county seat to the main line of the Orient.

Ten years ago the principal towns, aside from Roby and Eskota, were Dowell, McCauley and Hobbs. Rotan, in the northwest corner of the county, after becoming the terminus of the Texas Central Railway, developed into the metropolis, and at the census of 1910 had a population of 1,126. Several other villages have grown up around railway stations.

In 1903 the assessed valuation of property in the county was \$2,292,832; in 1909, \$7,291,558, and in 1913, \$6,124,199.

In 1910 the county had 1,839 farms and ranches as compared with 519 in 1900. The total area of the county is 566,400 acres, four-fifths of which was occupied in farms in 1910, and approximately 139,000 classified as "improved land." The stock interests were enumerated as follows: Cattle, 20,506; horses and mules, about 10,000; hogs, 5,614, and poultry, 51,718. In 1909, 62,681 acres were planted in cotton; 11,201 acres in hay and forage crops; 10,532 acres in kafir corn and milo maize; 3,553 acres in corn, and a limited acreage in oats, wheat and peanuts. About 45,000 orchard fruit trees were enumerated.

MITCHELL COUNTY

Located on the headwaters of the Colorado River, and traversed by the Texas & Pacific Railway since 1881, Mitchell County has long been one of the centers of the live stock industry in West Texas. Colorado City, the county seat, has been particularly noted as a cattleman's town. The county has been described as a country of undulating prairies, traversed by numerous streams, with broad and beautiful valleys, skirted by a scattered growth of scrubby mesquite, hackberry and wild china, interspersed with an occasional live oak, pecan and cedar tree, in some parts mountainous, and in others stretching out into elevated tablelands.

A report on the county in 1882 said: "Stock raising is the engrossing pursuit of the inhabitants, and it is an industry of large and increasing importance. Nearly the entire surface is covered with the long and the curly mesquite, buffalo and gamma grasses, on which cattle, sheep and horses keep in good condition the year round." In round numbers the estimate of stock in the county in 1882 was 35,000 cattle, 13,000 sheep, and about 1,000 horses and mules. At that time practically none of



MODERN IRRIGATION—MIDLAND

the land was under individual ownership. The county was occupied by the scattered cattle outfits. Ranch buildings were from anywhere from fifteen to thirty miles apart, and as a common rule each man recognized and respected the range rights of his neighbors in good faith. In the gradual process of breaking up the old range, new factors were introduced from time to time. These were chiefly improved stock, provident management, and individual control of more or less of the land upon which each stockman operated, accompanied by the building of wire fences, an innovation that began about the close of the '80s. In Mitchell and other counties of the same area the old-time cattlemen drove their stock from place to place in search of grass and water, but since then surface water supply has been supplemented by wells. During the last twenty years the underground water supply, tapped by numerous wells, has been drawn upon, and the traveler through the plains country finds the numerous windmills the most impressive feature of the landscape. Colorado and other towns have frequently been referred to as "windmill cities."

The report of 1882, previously quoted says: "The Texas & Pacific railroad runs through the county from east to west and has four stations—Loraine, Colorado City, Westbrook and Iatan. The latter place is situated about twenty miles west of Colorado City, in what is known as Paradise Valley, which contains about 5,000 acres of fertile land, and is strikingly picturesque and beautiful. Colorado City has about 1,200 inhabitants and does a large trade with the surrounding counties." Within the present decade the Roscoe, Snyder & Pacific Railroad has been constructed, touching the northeast corner of Mitchell County, and with that exception the railway mileage is exclusively that of the Texas & Pacific.

In 1880 Mitchell County had a population of only 117; in 1890, 2,059; in 1900, 2,855, and in 1910, 8,956. The largest town is Colorado City, with a population in 1910 of 1,840. Loraine at the same census had 633 inhabitants. One important resource of the county is the production of salt, and two plants at Colorado City are engaged in its manufacture.

In 1881, at about the beginning of development in the county, the assessed value of taxable property was \$589,959; in 1903, \$2,549,330, and in 1913, \$6,366,848.

To a limited extent irrigation has been employed to water the garden crops, but the chief reliance has been upon natural rainfall and dry farming methods. Subject to the variations of seasons in West Texas, Mitchell County has made notable progress in agriculture, though the chief resource is still live stock. In 1910, 1,108 farms were enumerated, and the number at the preceding census was 232. The total area of the county is 566,400 acres. Of this 106,302 acres were classified as improved land at the last census, while the preceding census found only about seventeen thousand acres thus classified. In 1910, 25,364 cattle were enumerated; about 6,300 horses and mules; 2,934 hogs, and 36,697 poultry. In 1909, 32,055 acres were planted in cotton; 20,247 acres in kafir corn and milo maize; 8,969 acres in hay and forage crops; 2,411 acres in corn. There was a limited production of peanuts and vegetable crops, and about twenty-three thousand orchard fruit trees were found.

SCURRY COUNTY

This county, lying directly north of Mitchell County, was created in 1876, and was organized June 28, 1884. Until recent years it was without railroad facilities, and the nearest shipping points were Colorado City on the south and still later the railroad towns in Fisher County on the east. The first railroad was the Roscoe, Snyder & Pacific, built from Roscoe on the Texas & Pacific in Nolan County, to Snyder, the county seat of Scurry County, about 1909, and subsequently extended to Fluvanna, also in Scurry County. In 1911 the Texico-Coleman division of the Santa Fe system was built through the county, giving it a trunk line of railway. Development has been particularly rapid during the last ten years.

Some of the important pioneer facts concerning Scurry County are found in a sketch of W. H. Snyder, after whom the county seat town

was named. In 1877 he opened a trading camp in the county, hauling lumber on wagons from Dallas to build his store and also hauling a good portion of his goods from the same place. He used what was known as trail wagons, with seven yoke of oxen to a team, each wagon having a capacity of 50,000 pounds. Mr. Snyder erected a house in Scurry County and began dealing in general merchandise and supplies for buffalo hunters. Other parties moved into the same locality, and that was the beginning of the Town of Snyder. In 1882 Mr. Snyder laid out the town, and two years later it became the county seat. Snyder has had an enterprising citizenship, and ten years ago had an independent school district, four churches, and was an important center for trade. Its importance has greatly increased since the coming of the railway, and in 1910 its population was 2,154. Other towns have sprung up along the railway, the most important of which is Fluvanna, at the terminus of the Roscoe, Snyder & Pacific, and Hermlough.

The population of Scurry County in 1880 was 102; in 1890, 1,415; in 1900, 4,158, and in 1910, 10,924. The taxable values in 1903, before the railroads were built, were \$2,035,983; in 1913, \$6,440,682. The number of farms in 1910 was 1,424, and in 1900, 586. The total area of the county is 567,680 acres, of which the greater part in 1910 was included in farms or ranches, and about 145,000 acres "improved land" as compared with about 38,000 acres in 1900. The last census reported 24,837 cattle; about 8,900 horses and mules; 5,541 hogs, and 51,670 poultry. In 1909 the acreage planted in cotton was 37,129; in kafir corn and milo maize, which is the leading crop, 50,978 acres; in hay and forage crops, 7,603 acres, and in corn, 2,573. About thirty-one thousand orchard fruit trees were enumerated.

THROCKMORTON COUNTY

This is almost the only county in Northwest Texas outside of the Panhandle district which as yet has no railway. Stockmen invaded the section during the '70s, and it is only in comparatively recent years that many of the large ranches have been cut up into farms. The old range cattle were displaced a number of years ago in favor of improved breeds, and some of the best stock in West Texas come from the Throckmorton County ranches. A number of years ago it was a favorite country for sheep men, but that feature of the business has been almost discontinued.

Throckmorton County was created in 1858, but was not organized until March 18, 1879. A traveler through that part of the state in 1878 said that Throckmorton County was uninhabited except by stockmen, and one feature noted by him was described as follows: "Some genuine dugouts, the cowboy palaces, may be seen; being excavations from the sides of steep hills, walled with rock, covered with poles, buffalo hides and dirt, these being the homes of the cattlemen whose ranches are located along the creek valleys."

From a population of 711 in 1880, the census of 1890 gave 902 inhabitants; in 1900 the population was 1,750, and in 1910, 4,563. The county seat is Throckmorton, an isolated country town, and two other settlements are Spring Creek and Woodson.

The assessed value of taxable property in 1882 was \$733,809, more than a third being represented in live stock; in 1903, \$1,879,827; and in 1913, \$4,241,138.

The cultivation of the soil had hardly begun in 1880. In 1882 the live stock interests were estimated in round numbers at about 18,000 cattle, 18,000 sheep, and 1,750 horses and mules. The total area of the county is 562,560 acres, and the last census reported 461,985 acres enclosed in farms or ranches, but only about 52,500 acres as "improved land." The amount of improved land at the preceding census was about thirty thousand acres. There were 694 farms, as compared with 274 in 1900. The live stock enumerated in 1910 were: Cattle, 37,966; horses and mules, about 6,500; hogs, 2,047; goats, 4,347; and poultry, 17,619. In 1909 20,655 acres were planted in cotton, 6,093 acres in hay and forage crops, 3,120 acres in corn, and 910 acres in kafir corn and milo maize. About seven thousand five hundred orchard fruit trees were enumerated, and about ten thousand pecan trees.

BAYLOR COUNTY

The Legislature created Baylor County February 1, 1858, and named it for Dr. Henry Baylor, who was killed at the Dawson massacre in 1842. No settlements were made until the decade of the '70s, and the county was organized April 13, 1879. Among the pioneers was an interesting colony planted in 1878. In August of that year about forty persons arrived, under the lead of Capt. J. R. McLain, having come all the way from the State of Oregon to find homes in North Texas, and at that time it was said only ten other families lived in the county, and those in the southeastern corner. The town which they began to build and which was chosen as the county seat was named Oregon. A visitor to the place in January, 1879, wrote that part of the inhabitants lived in caves on account of the scarcity of lumber and the distance from markets, and the dozen houses in process of construction were mostly of stone. Excellent building stone in large quantities is an important resource of the county, and at the present time a large part of the residence and business buildings at Seymour and elsewhere in the county are constructed of that material. The caves, which in 1879 comprised the habitations of the people, were dug out of the hillside, and at the side farthest from the entrance was placed a fireplace and flue, securing good ventilation. The Village of Oregon thus started was a transient center, for when the newly elected officers of Baylor County were sworn in they decided, after much delay, to locate the county seat on 640 acres of state school land near the center of the county, and thus Seymour was brought into being as the principal town of the county.

At the census of 1880, 715 inhabitants were found in Baylor County. The population at successive decades has been: In 1890, 2,595; in 1900, 3,052; and in 1910, 8,411. A considerable element of population comes from Austria, and the last census enumerated about five hundred inhabitants either natives or in the second generation. In 1881 the value of taxable property in the county was \$614,849; in 1909, \$5,249,873; and in 1913, \$6,249,391.

Thirty years ago the limited population in the county devoted all

their energies to the raising of cattle and horses. In 1882 there were about 22,000 cattle, about 900 horses and mules, and a few hogs. Agriculture had received scarcely any attention, only about a thousand acres having been brought under the plow. The only settlements deserving the name of villages in 1882 were Seymour, St. Bernard and Round Timber.

The first railroad was Wichita Valley, built from Wichita Falls to Seymour in 1890. During the present century it was continued to the southwest and was connected with the Abilene & Northern in 1907. About 1911 the Gulf, Texas & Western was completed between Seymour and Jacksboro. Seymour is an important trade and shipping center, and its population in 1910 was 2,029.

The general development of the county's resources are indicated by the following statistics from the last census. There were 1,040 farms, as compared with 327 in 1900. Of the total area of 563,200 acres, 491,218 acres were in farms or ranches; about 102,000 acres were "improved land," as compared with about 47,000 acres so classified ten years before. There were enumerated 24,792 cattle, about 7,000 horses and mules, 4,604 hogs, and 36,734 poultry. Cotton is the chief crop, 38,014 acres being planted in 1909; 12,213 acres in corn, 5,517 acres in hay and forage crops, 2,621 acres in wheat, 2,402 acres in kafir corn and milo maize, and 1,006 acres in oats. About eleven thousand five hundred orchard fruit trees were enumerated.

WILBARGER COUNTY

The history of Wilbarger County is a record of less than forty years. With the Red River as its northern boundary, the county derived its early importance from its location on the great cattle trail leading up through Western Texas to Dodge City, Kansas. That trail went through Wilbarger County, close to the present site of Vernon, and across the river into the Indian Territory at the old Doan's station. As the herds were driven north the vicinity of Wilbarger was regarded as an ideal resting place for the stockman and cowboy. The fine grasses and abundance of pure water made it a favorite place in the progress of cattle from Texas to the northern pastures or the northern markets. This cattle trail was opened during the early '70s, and it is said that the first permanent settler in the county came in 1876. As an illustration of the activities of the trail in one of its most prosperous years it is said that in 1885, 300,000 head of cattle, 200,000 head of sheep and 192,000 head of horses were driven by Vernon. Since that time a large part of Wilbarger County's area has been transformed into a rich agricultural district.

While boundaries were given to the county in 1858, the first county government was organized in October, 1881. At the census of 1880 only 126 inhabitants were enumerated. The rapid development during the following decade is indicated by the presence of 7,092 population by 1890. The chief factor in this rapid advancement was the building of the Fort Worth & Denver City Railway across the northern half of the county. The earlier construction of the Texas & Pacific across Western Texas was not followed by more rapid development in its tributary territory than in the country lying on both sides of the Fort Worth &

Denver City. As elsewhere noted, the Fort Worth & Denver City had reached Wichita Falls in 1882, and that city remained its terminus until construction work was resumed in May, 1885. By April, 1887, the road was completed through Wilbarger County to Quanah. By 1890 the county was well settled, agriculture had made important advances, and prosperous times were in prospect. Then followed the decade of the '90s, noted throughout Northwest Texas as one of financial stringency and succession of dry years, and as a result by 1900 Wilbarger County's population was 5,759, a decrease of more than thirteen hundred since the preceding census. Since then a new era has come to the county, the experimental stage of farming has passed, and the economic activities of the people seem now to rest on a permanent basis. By 1910 the population of the county was 12,000, having more than doubled in the previous ten years. During the '90s a branch of the Frisco Railway was constructed across Red River into Wilbarger County, and Vernon has since been its terminus. In 1905 the Kansas City, Mexico & Orient Railway was opened from Sweetwater to the Red River, passing through the northwest corner of this county. The Town of Vernon, which in 1882 was credited with about seventy-five inhabitants and two general merchandise stores, received its chief impetus from the railway, and has since become one of the flourishing towns of Northwest Texas. The population in 1890 was 2,857; in 1900, 1,993, and in 1910, 3,195. Other towns in the county are Odell, on the Orient Railway, Harrold, Okla Union and Tolbert.

In 1882 the county's taxable property was assessed at \$582,283; in 1903 values had risen to \$3,815,973, and in 1913 to \$11,466,140.

While no farming was attempted in Wilbarger County previous to 1880, and for years was an industry of very limited possibilities, statistics of the last census show that Wilbarger has a larger proportion of cultivated land than many of the older counties of the state. The total area is 593,920 acres, of which 411,936 acres were reported in farms or ranches in 1910. Of this amount about 202,000 acres were classified as "improved land," as compared with 116,000 acres in 1900. There were 1,435 farms in 1910, against 636 in 1900. The stock interests at the last census were: Cattle, 17,325; horses and mules, about 10,400; hogs, 10,504, and poultry, 53,110. The largest crop was corn, to which 62,559 acres were planted in 1909; 55,077 acres in cotton; 19,625 acres in wheat; 10,997 acres in oats; 6,122 acres in hay and forage crops; 2,185 acres in kafir corn and milo maize; about 750 acres in potatoes, sweet potatoes and other vegetables; while about 18,000 orchard fruit trees were enumerated. In comparison with many other counties of the state Wilbarger has a high rank as an agricultural country.

HASKELL COUNTY

Railroad service was supplied to Haskell County less than ten years ago, and since then few sections of the state have exhibited a greater development.

The boundaries to this county were fixed in 1858, but no county organization was instituted until January, 1885. For many years the population was small, was chiefly engaged in stock raising and all the

products of the county went out to railroad points at some distance. The first railway was the Kansas City, Mexico & Orient, which was graded through the county in 1903 and put in operation about 1905. Along this road were located three towns, Sagerton, Rule and Rochester Station. Besides Haskell, the county seat, rural villages were Pinkerton, Marcy, Ample and Cliff. In 1907 the Wichita Valley Railroad was completed through the county, and a few years later the Stamford & Northwestern was built across the southwest corner, making a junction with the Orient at Sagerton. The City of Haskell, on the Wichita Valley line, has become a flourishing town, increasing from a population of about 800 in 1900 to 2,436 in 1910. Among its business institutions are a creamery, cottonseed oil mills, ice factory and other public utilities.

At the census of 1880 only 48 inhabitants were enumerated. The population in 1890 was 1,665; in 1900, 2,637, and in 1910, 16,249, the increase during the last decade having been considerably more than six hundred per cent. Among a number of foreign elements in the county the Germans have settled and are an important factor in the



SCENE AT SWEETWATER, NOLAN COUNTY

agricultural development. In 1903 the county's assessed values aggregated \$2,228,549, while in 1913 they amounted to \$8,643,079.

Since the beginning of the present century Haskell County has been developed from a ranch country to a section of varied agricultural enterprises. In 1900 the number of farms was 256, and in 1910, 2,210. The total area of the county is 590,720 acres, of which 469,661 acres were enclosed in farms or ranches in 1910. In 1900 about 25,000 acres were in cultivation, while in 1910 the "improved land" of the county had increased to about 224,000 acres. The live stock found at the last census was: Cattle, 19,023; horses and mules, about 11,800; hogs, 9,106, and poultry, 77,313. In 1909, 18,420 acres were planted in corn; 75,984 acres in cotton; 28,870 acres in kafir corn and milo maize; 3,305 acres in hay and forage crops; 1,893 acres in wheat; 1,515 acres in oats, and about 28,000 orchard fruit trees were enumerated.

KNOX COUNTY

The railroads and other factors which have been operating in recent years to develop Haskell County have also been working to break up the

large ranches and promote the building of towns and the establishment of agriculture on a permanent basis in Knox County.

Knox County, created in 1858, was organized March 20, 1886. A few stockmen had found their way into this section during the late '70s, and in a few years the buffalo had been driven out and domestic cattle were grazing over the rolling prairies and along the valleys of the Wichita and Brazos rivers, both of which streams have their courses through this county. At this time the ranchmen occupy and own the greater part of the lands, but the influx of agricultural settlers has been particularly rapid since two railroad lines were finished. In 1904 the Kansas City, Mexico & Orient Road was built through the county from south to north and put in operation by 1905. In 1907 the Wichita Valley Railroad was built across the southeastern corner of the county. Along the line of the first railway are the Towns of Knox City, Benjamin, the county seat, and Truscott. On the Wichita Valley is Munday, probably the largest town in the county, and Goree.

The population of the county in 1880 was only 77; in 1890, 1,134; in 1900, 2,322, and in 1910, 9,625. The assessed value of property in 1903 was \$1,919,672; in 1913, \$6,259,477. In 1909 the presence of twenty cotton gins, a cottonseed oil mill, a flouring mill, a dairy and other smaller establishments indicate the chief productive activities of this section. There were, in 1910, 1,175 farms and ranches, as compared with 366 in 1900. The total area of the county is 551,680 acres, of which 520,450 acres were occupied in farms in 1910, and 142,000 acres were "improved land" as compared with about 46,000 acres at the preceding census. The census reported 27,331 cattle; about 9,100 horses and mules; 5,146 hogs, and 40,901 poultry. The crop acreage in 1909 was: Cotton, 36,219 acres; corn, 24,870 acres; wheat, 13,188 acres; oats, 8,023 acres; hay and forage crops, 7,620 acres; kafir corn and milo maize, 3,878 acres; about 350 acres in potatoes, sweet potatoes and other vegetables, and about 33,000 orchard fruit trees.

FOARD COUNTY

Foard County was created from adjacent counties March 3, 1891, and organized April 27, 1891. At that time the Town of Crowell was started, and was given the honor of the county seat. No towns were developed of any importance until recent years, and until the completion of the Orient Railroad through the center of the county in 1909 the nearest shipping points were at Quanah and Vernon, to which towns the farm crops and the cattle from the ranches were sent. A number of large ranches are still operated in the county, but the live stock industry has undergone many changes in recent years, and the modern stock farming and diversified agriculture are now the chief resources. Foard County is in the wheat region of Northwest Texas, but cotton is the largest single crop, and the area of cultivated land is being extended every year.

In 1900 the population of the county was 1,568, and in 1910, 5,726. At the last census Crowell, the county seat, had a population of 1,341. Other towns are Foard City, Thalia, Rayland and Margaret. The total area of the county is 391,680 acres, it being one of the smaller

counties in Northwest Texas. The last census reported 290,704 acres in farms, with about 73,000 acres as "improved land," as compared with about 24,000 acres in 1900. There were 718 farms in 1910, and 210 in 1900. The number of cattle in 1910 was 15,879; horses and mules, about 5,500, and poultry, 21,056. The largest crop in 1909 was cotton, 21,356 acres; corn, 9,155 acres; wheat, 6,667 acres; kafir corn and milo maize, 3,495 acres; oats, 2,298 acres; hay and forage crops, 2,509 acres, and about 10,000 orchard fruit trees were enumerated. The total assessed valuation of the county in 1903 was \$1,614,770; in 1913, \$4,254,831.

The progress of the county as a whole is reflected in the growth of the county seat town from a country hamlet, before the railroad came, to a new-built little city, with many of the municipal and business facilities of older and larger cities. Crowell has electric light plant, waterworks, telephone system, a courthouse costing \$60,000, several school buildings, grain elevator, cotton gins, and a large variety and number of commercial establishments to supply the needs of the tributary country.

HARDEMAN COUNTY

United 1891 Hardeman comprised the greater portion of what is now Foard County. Hardeman was created by the Legislature in 1858, and a county government was organized December 31, 1884. The first county seat was at the Town of Margaret, now in Foard County. Hardeman County has as its northern boundary Red River, and its west line sets it off from the great Texas Panhandle. It was the haunt of buffalo and Indians and a few transient stockmen until the decade of the '80s, and the history of its development is comprised within the last three decades.

In 1880 only fifty inhabitants were found in the county. Population in 1890 was 3,904; in 1900, after the separation of Foard County, the population was 3,634, and in 1910, 11,213.

The City of Quanah, which was named after Quanah Parker, the noted Indian chief, grew up with the building of the first railroad, and its progress is typical of the development of the surrounding country. In November, 1885, there was one house on the site, while several other settlers lived in the vicinity. In 1886 a corps of engineers located the town; in the spring of 1887 the Fort Worth & Denver City Railway, which had begun to build west from Wichita Falls in 1885, was completed to Quanah, the courthouse was then moved up from Margaret, and by the beginning of 1890 the town had a population, according to the census, of 1,477, a large number of the inhabitants being farmers. About that time one writer said: "The man with the hoe has entered the county and where a few years ago the Kiowa and Comanche chased and killed the buffalo, are now wheat fields lovely to look upon. But men make cities, and Quanah has men devoted to her upbuilding." By 1900 Quanah had a population of 1,651, and in 1910 was a city of 3,127.

About the close of the last century Quanah became the terminus of a branch of the Frisco Railway, built across the Red River from Oklahoma. During the following decade the line of the Kansas City, Mexico

& Orient was built through the county and put in operation about 1909. Hardeman County has, as one of its greatest resources, immense deposits of gypsum, which is a natural cement plaster, prepared for market by drying. Several large plants and a great amount of capital has been invested and established for the preparation of this commodity, and much of the cement-plaster used in the construction of buildings at the Chicago and St. Louis World's fairs came from this county. The Town of Acme, west of Quanah, is the chief center for the gypsum industry, while another village known as Gypsum has also sprung up. Acme, during the last six or seven years, has become the starting point for a new railway, known as the Quanah, Acme & Pacific Railroad, which has been extended southwest through Cottle County. The second town of the county is Chillicothe, at the junction point of the Fort Worth & Denver City and the Orient Railways, and which had a population in 1910 of 1,207. Near Chillicothe is a large artificial reservoir, constructed by the Hardeman County Irrigation Company, and supplying water sufficient to irrigate about ten thousand acres. About five thousand acres are now under irrigation from this source, including the largest single tract in the state devoted to the growing of alfalfa. At the last census over six hundred acres were reported as in alfalfa crop.

As a result of the building of railways and influx of many new settlers, the great pastures of Hardeman County have been cut up into farms, and this now ranks as one of the leading agricultural counties of Northwest Texas. The total area of the county is 487,040 acres, 310,388 acres included as farms at the last census, about 133,000 acres as "improved land," as compared with about 44,000 acres so classified in 1900. In 1910 there were 1,068 farms, and 262 farms in 1900. The census reported 10,966 cattle; 8,400 horses and mules; 6,728 hogs, and 39,946 poultry. In 1909 34,686 acres were planted in cotton; 23,750 acres in corn; 7,156 acres in kafir corn and milo maize; 7,059 acres in wheat; 4,158 acres in hay and forage crops; 2,479 acres in oats, and there were about 8,000 orchard fruit trees. In 1903 the valuation of property in the county was \$2,393,668; in 1913, \$8,973,320.

STONEWALL COUNTY

Created in 1866, Stonewall County was organized December 20, 1888. It is in the range of country known as the Southern Panhandle, and until the present century the nearest railroad was many miles distant. Its surface is rough, broken and rolling, with many hills and canyons, and some wide stretches of level land. Under such conditions the county was available only for stockmen, and the commerce of the towns and the production of agricultural crops are a thing of the present century.

In 1880 the population of the county was 104; in 1890, 1,024; in 1900, 2,183, and in 1910, 5,320. When the county was first organized Rayner was established as the county seat, but in 1899 the county offices were moved to Aspermont. Other places of settlement in the county are Gatling, Double Mountain, Oriana and Mattie. Peacock is now a railroad town and second in importance to Aspermont. The county received its first railroad facilities from the Kansas City, Mexico & Orient Railroad

built across the southeastern corner of the county about 1904. In 1909 the line known as the Stamford & Northwestern was constructed from Stamford through Stonewall County, giving Aspermont communication with the railroad system of the state. The live stock industry occupies the attention of many of the citizens, while farming is still practiced in a small way, the majority of farmers devoting attention to the raising of cattle and hogs. Besides the staple crops, considerable quantities of melons, vegetables and fruits are grown.

Some statistics from the last census afford the following view of the county's economic conditions: There were 834 farms, as compared with 381 in 1900; the total area is 545,280 acres, of which 400,379 acres were in farms, about 67,000 acres in "improved land," as compared with about 19,000 acres in 1900. Cattle to the number of 26,466 were enumerated; about 6,200 horses and mules; 2,797 hogs, and 21,002 poultry. In 1909, 21,425 acres were planted in cotton; 8,115 acres in



HEREFORD STOCK FARM, LUBBOCK

kafir corn and milo maize; 3,708 acres in corn; and there were about 13,000 orchard fruit trees. In 1903 the assessed value of property in the county was \$1,725,244, and in 1913, \$4,210,340.

KING COUNTY

Situated near the foot of the staked plains, and on the headwaters of the Wichita and Brazos Rivers, King County is still isolated from railways, and its prairies and broken surface has for many years furnished sustenance to thousands of head of stock. While in recent years farming has made some progress in competition with the predominant industry, the markets are still too distant to furnish much incentive to agriculture except in supplying forage for stock.

King County was created August 21, 1876, and was organized June 25, 1891. Its population in 1880 was 40; in 1890, 173; in 1900, 490, and in 1910, 810. The county seat and principal town is Guthrie, while one or two other small places are located in the county.

In 1910 the federal census reported 34,952 cattle in King County; about 2,500 horses and mules, and the pasturing of cattle on large ranches has for a number of years been the characteristic business of the county. There were 107 farms in 1910, as compared with 53 at the preceding census. The total area of the county is 554,880 acres, and 417,023 acres were included in the ranches and farms in 1910. The progress of agriculture is indicated by the amount of "improved land," which in 1900 was about 1,600 acres, and in 1910, about 9,000 acres. In 1909, 2,918 acres were planted in cotton; 1,644 acres in corn, and 813 acres in kafir corn and milo maize. About four thousand orchard fruit trees were enumerated. In 1903 the assessed value of property in the county was \$1,082,420; in 1913, \$1,768,098.

COTTLE COUNTY

The building of the Quanah, Acme & Pacific Railroad, in 1909-10, opened up Cottle County to the agricultural settler, and a rapid development has ensued, but as yet there are no official statistics to cover this recent growth.

Cottle County was created August 21, 1876, and was organized January 11, 1892. In 1880 only twenty-four inhabitants were enumerated as residents of the county. Population in 1890 was 240; in 1900, 1,002, and in 1910, 4,396. Paducah, which was established as the county seat, had a population in 1910 of 1,350.

Cottle County is still prominent as a cattle country, but farmers are invading the pastures and demonstrating the value of the land in the production of cotton, grain and fruits. In recent years several of the largest ranches have been broken up into small tracts. In 1900 the number of farms and ranches in the county was 122, and in 1910, there were 506. The total area of the county is 647,680 acres, of which 460,439 acres were reported in farms and ranches in 1910. The rapid progress of agriculture is indicated by the fact that in 1900 only about 8,000 acres were classed as "improved land," while by 1910 about 214,000 acres were so classified. The last census reported 38,757 cattle, and about 3,600 horses and mules. In 1909, 17,151 acres were planted in cotton; 5,550 acres in corn, and 2,860 acres in kafir corn and milo maize. About sixty-five hundred orchard fruit trees were enumerated. The value of assessed property in 1903 was \$1,627,982; in 1913, \$4,581,538.

KENT COUNTY

This county, situated near the southern edge of the staked plains, was created August 21, 1876, and the county government organized November 8, 1892. The upper courses of the Brazos River traverse it, and much of its surface is broken land. Although the number of farmers is increasing each year, live stock raising on the ranches is the chief occupation of the people. A number of the larger tracts have been divided into farms. Fourteen miles west of Clairemont, the county seat, oil has been discovered, and another important source of wealth is gypsum, a plant for the manufacture of cement plaster being in

operation at Jayton, which is the largest town of the county. Jayton is located on the line of the Stamford & Northwestern division of the Wichita Valley Railroad, which was constructed across the northwestern corner of the county about 1909.

The population of the county at successive decades has been: In 1880, 92; in 1890, 324; in 1900, 899, and in 1910, 2,655. The total valuation of property in 1903 was \$1,212,173; in 1913, \$2,375,317.

The last census enumerated 25,541 cattle, and about 3,300 horses and mules. Aside from stock raising, the agricultural development up to 1910 was limited. The total area of the county is 560,000 acres, while nearly all was included in farms or ranches in 1910, only about 27,000 acres were classed as "improved land," about 6,000 acres being so classified in 1900. The number of farms in 1910 was 326, as compared with 134 in 1900. The chief crops in 1909 were: Cotton, 6,182 acres; kafir corn and milo maize, 1,858 acres; hay and forage crops, 1,856 acres, and corn, 1,271 acres. About six thousand orchard fruit trees were enumerated.

DICKENS COUNTY

This county, in Northwest Texas, presents a broken surface, with undulating valleys, while in the northwestern portion is a section of the staked plains. The county was created August 21, 1876, and was organized March 14, 1891, with Dickens as the county seat. For a number of years three or four ranches covered most of the available portion of the county for ranching purposes, and the development of the county for any other purpose than grazing has been slow. The population in 1880 was only 28; in 1890, 295; in 1900, 1,151, and in 1910, 3,092.

In November, 1909, regular service was instituted over the line of the Stamford & Northwestern Railway, now a division of the Wichita Valley. The northern terminus of this road is Spur, in Dickens County, and though the town is little more than four years old its improvement has been rapid, its population is estimated at about one thousand, and all modern facilities and public utilities have been provided.

Of recent years many settlers have been induced to come to Dickens County and ranch owners have cut up their pastures into farms and placed them upon the market. The farmers are growing all the West Texas staples, cotton being the chief crop. For many years small orchards and vineyards at various ranch homes have demonstrated the fruit possibilities of the county. Ranch owners have taken an interest in improving their grades and the old range animal has almost disappeared from the county. Herefords, Shorthorns and other beef cattle have taken their place.

The assessed value of property in Dickens County in 1903 was \$1,352,451; in 1913, \$3,973,744. The total area of the county is 563,840 acres, of which about 35,000 acres were reported as "improved land" in 1910. The number of farms at the last date was 349, as compared with 197 in 1900. The number of cattle in 1910 was 29,304, and of horses and mules, about 2,900. The acreage in cotton in 1909 was 5,481; in kafir corn and milo maize, 2,436, and in corn, 2,014. The interest in

horticulture is indicated by the enumeration of about twelve thousand orchard fruit trees, and upwards of one thousand grape vines.

MOTLEY COUNTY

The western portion of Motley County lies in the staked plains region of Texas, and in many portions its undulating surface is broken and mountainous. Live stock raising is the principal occupation of the people, although there is considerable acreage under cultivation. Cotton, alfalfa and the usual Panhandle staples are grown. Some small orchards and vineyards have demonstrated the possibilities of horticulture.

Motley County was one of those created by the act of August 21, 1876, and was organized February 25, 1891. The population figures furnish a measure of the county's progress. In 1880, 24 inhabitants were enumerated; in 1890, 139; in 1900, 1,257, and in 1910, 2,396. The county seat is Matador, but that town and the entire county have depended upon country roads and the stage coach for communication with the railroad centers. Until recently the nearest railroad points were Paducah on the east and Floydada on the west. At the present writing the Quanah, Acme & Pacific Railroad is under construction through a portion of the county from Paducah westward.

Portions of three or four of the largest ranch holdings in Northwest Texas lie in Motley County, while few farms or ranches in the county have comprised an area of less than a section of land. The total area of Motley County is 659,200 acres. In 1900 only about 8,400 acres were in cultivation, and in 1910 about 37,000 acres. There were 373 farms and ranches in 1910, as compared with 209 in 1900. For many years Motley has been a favorite county with cattlemen, and has been credited with a larger number of cattle than almost any other county in the northwestern part of the state. At the last census 65,773 cattle were enumerated; about 3,800 horses and mules; 1,909 hogs, and 12,312 poultry. The status of agriculture in 1909 is indicated by the following figures for acreage: In cotton, 11,941 acres; in corn, 4,106 acres; in kafir corn and milo maize, 4,476 acres, and in hay and forage crops, 3,173 acres. About ten thousand orchard fruit trees were found, and grape culture is also a factor with a number of farmers. In 1903 the assessed value of property was \$1,691,064; in 1913, \$3,934,941.

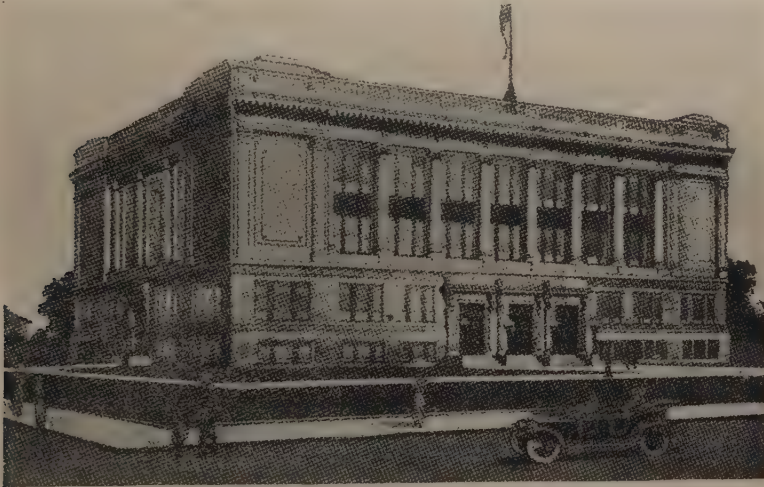
BORDEN COUNTY

This county was created August 21, 1876, and was organized March 17, 1891. Howard County lies on the south, and through the latter passes the Texas & Pacific Railway. Some of the stockmen who had their chief headquarters at Big Springs in the latter county extended the scope of their operations into Borden County, which for thirty years or more has been the scene of operations for West Texas cattlemen. At the present time, although nearly all the area is tillable, it is largely occupied by cattlemen, who, while they graze thousands of head of cattle, also farm in a limited way, producing corn, sorghum, kafir corn, oats and other grain and feed stuffs. There are few real farmers, but the possibilities of agriculture and also of horticulture have been thoroughly

demonstrated. The county is without railroads, and consequently there is little inducement to undertake the growing of crops which cannot be consumed on the farm or ranch.

The population of Borden County in 1880 was 35; in 1890, 222; in 1900, 776, and in 1910, 1,386. The county town is Gail, and the county seat and the county were named in honor of Gail Borden, a prominent early Texan. Other towns in the county are Durham and Treadway.

In 1910 the number of cattle found by the census officials was 17,043; horses and mules, about 2,700, and sheep, 2,702. The total area of the county is 572,800, of which 271,150 acres were included in farms and ranches in 1910. About 26,000 acres were reported as "improved lands," as compared with about 3,500 acres in 1900. The number of farms and ranches in 1910 was 228, and in 1900, 129. The largest crop in 1909 was in kafir corn and milo maize, with 5,283 acres; in cotton, 2,206 acres, and in corn, 235 acres. The property valuation in 1903 was \$996,001; in 1913, \$1,526,540.



TAYLOR COUNTY'S NEW COURTHOUSE

GARZA COUNTY

While formal boundaries were given to Garza County in 1876, it remained without county government for more than thirty years and was organized in 1907. Its development has been greatly promoted since the completion of the Texico-Coleman cut-off of the Santa Fe system in 1911. This railroad crosses the county from southeast to northwest.

Until recent years the entire area was given over to the grazing of cattle. With the completion of the railroad came the advance guard of farmers and now many acres are in cultivation. Farming and fruit growing reaches its highest state of development in the vicinity of Post City, one of the new and prosperous towns in the state. Post City was named in honor of the late C. W. Post, who acquired the ownership of about 300,000 acres in that locality, and did a great deal for the town and surrounding country by introducing improved methods of farming

as well as cattle raising. The chief agricultural crop is cotton, and Post City has a cotton mill.

How rapidly the county has been settled in recent years is indicated by population statistics. In 1880 the number of inhabitants was 36, and in 1890, only 14; in 1900, 185, and the last census reported 1,995 inhabitants. Besides Post City, the county seat, there are several railway stations and small trading centers. The last census reported 26,852 cattle, and about 1,750 horses and mules. The total area of the county is 556,800 acres. While the greater part is occupied by farmers and ranchmen, the amount of land in cultivation in 1900 was given as 545 acres, and by 1910 this class of land had increased to 16,400 acres. There were thirty-eight farms and ranches in the county in 1900, and eighty-one in 1910. In 1909, 7,118 acres were planted in kafir corn and milo maize; 660 acres in cotton, and 654 acres in corn. The assessed wealth of the county in 1909 was \$1,915,395; in 1913, \$3,004,174.

CROSBY COUNTY

This is one of the plains counties of Northwest Texas, and until recent years has been essentially the home of stockmen. It was created in 1876, and was organized in 1886. Quite recently the county has come within the range of railway facilities. After the completion of the Santa Fe to Lubbock, about 1910, the construction of a road from Lubbock eastward was undertaken, known as the Crosbyton South Plains Railroad. This road is now in operation as far as Crosbyton. When the county was organized the county seat was placed at Emma, but has since been moved to Crosbyton, which is the chief city, and in 1910 had a population of 800. Other towns are Emma, Estacado, Cone and Lorenzo.

For many years a county of large ranches, this section is now developing into a farming region. Large farms are the rule, and most ranchmen raise a variety of feed stuffs for winter use and some cultivate cotton. Since the construction of the railroad new settlers have arrived and are demonstrating the productive value of the land and the feasibility of dry farming methods.

The population of Crosby County in 1880 was 82; in 1890, 346; in 1900, 788, and in 1910, 1,765. The total area of the county is 556,800 acres, of which 370,901 acres were included in farms or ranches in 1910. The amount of cultivated or improved land in 1900 was about 6,000 acres, and 30,000 acres in 1910. There were 242 farms and ranches in 1910, as compared with 116 in 1900. The number of cattle enumerated at the last census was 27,226, and horses and mules, about 2,800. The chief crops in 1909 were: Hay and forage crops, 6,310 acres; kafir corn and milo maize, 3,563 acres; corn, 2,189 acres; cotton, 324 acres; wheat, 131 acres; while about 10,000 orchard fruit trees were enumerated.

FLOYD COUNTY

Located in the heart of the staked plains region of Texas, Floyd County had an unusual development in advance of railroad facilities. Only within the last two or three years has a branch of the Pecos &

Northern Texas been constructed east from Plainview to Floydada, the county seat of Floyd County.

The development of the county up to 1910 is indicated by the following statistics taken from the report of the last census. At that time there were 620 farms in the county, as compared with 286 in 1900. The total area of the county is 647,040 acres, of which 311,118 acres were in farms or ranches, and about 73,000 acres cultivated, against about 19,000 acres in 1900. The county produces a great variety of crops. In 1909, 15,335 acres were planted in hay and forage crops; 10,981 acres in kafir corn and milo maize; 4,568 acres in corn; 2,956 acres in cotton; 1,562 acres in oats; a limited acreage in wheat; while the horticultural interests were represented by about 31,000 orchard fruit trees, and about 4,000 grape vines. The number of cattle in 1910 was 15,896; of horses and mules, 6,400; hogs, 4,200, and poultry, 25,192. These figures indicate that the county at that time was not far behind many older and eastern counties of the state, and since then, with the advent of the railroad, the progress along agricultural lines has been much greater. Practically all this development has taken place in the last twenty years, and the first crop of cotton was planted about ten years ago.

Floyd was one of the counties created on August 21, 1876, and a local government was organized May 28, 1890. When the census of 1880 was taken only three inhabitants were found in the county. In 1890 the population was 529; in 1900, 2,020, and in 1910, 4,638. Floydada, the county seat, had a population in 1910 of 664, and has greatly improved since the railroad came. The second town in the county is Lockney, also on the railway. The value of property in the county in 1903 was assessed at \$1,743,965; the rapid increase of wealth during the next ten years was indicated by the figures for 1913, which were \$6,544,336.

MARTIN COUNTY

Martin County was created in 1876, and its county government organized in November, 1884. It is one of the counties tributary to the line of the Texas & Pacific Railway, built through the southeastern corner in 1881. Stanton, the county seat, is the only town of any importance in the county, and is located on the railway. In spite of its convenience in the matter of railway facilities, the county's development was very slow until the present century, and it is still a section for ranch farming rather than agriculture. There is an abundant supply of water at shallow depth beneath the surface, and irrigation has been practiced on a small scale.

The population of the county at successive decades has been: in 1880, 12; in 1890, 264; in 1900, 332, and in 1910, 1,549. In 1910 there were enumerated 17,093 cattle, and about 1,100 horses and mules. Much of the land is still held in large tracts by ranchmen. The total area of the county is 578,560 acres, of which 271,752 acres were included in farms or ranches in 1910. In 1900 only 203 acres were classed as "improved land," but that amount was increased during succeeding years to 14,400 acres in 1910. The number of farms or ranches in

1900 was 33, and 147 in 1910. The acreage devoted to the principal crops in 1909 was: Kafir corn and milo maize, 1,699; cotton, 946; hay and forage crops, 892, and corn, 252. The property valuation of the county in 1903 was \$821,253; in 1913, \$2,603,143.

DAWSON COUNTY

Perhaps no county in the plains country of West Texas has developed more rapidly since the beginning of the present century than Dawson. The county boundaries were assigned in 1858, but the county received only scant attention even from the stockmen, and its population did not justify a county government until 1905. In 1880 only 24 persons were enumerated in the county; in 1890 the population remained about the same, 29 inhabitants being reported; in 1900 the population was 37; but by 1910, 2,320 inhabitants were found in the county.

The development which was carried on so rapidly during the first decade of the present century came in advance of the first railroad. The Pecos & Northern Texas Railroad was opened as far as Lubbock in 1910, and has since been continued south to the Town of Lamesa in Dawson County. Since then population has continued to increase, and there has occurred a general breaking up of the large ranch holdings into small farm areas.

In 1900 only five individual farms or ranches were enumerated in the entire county. This number was increased to 330 by 1910. In 1900 thirty-five acres were reported as in cultivation, and in 1910 about forty-three thousand acres. The total area of the county is 577,920 acres, and 177,432 acres were included in farms in 1910. The census reported 5,729 cattle; about 1,400 horses and mules, and 1,606 hogs. In 1909, 7,290 acres were planted in kafir corn and milo maize; 3,287 acres in corn; 1,438 acres in cotton, and about 8,000 orchard fruit trees were enumerated and some other fruits. The valuation of property in 1913 was \$2,838,026.

LYNN COUNTY

Lynn County was created in 1876, but was not organized until April, 1903, with Tahoka as county seat. While cattlemen employed its area to a limited degree for grazing purposes, there was no development to speak of and little population until the present century. The county had 9 inhabitants in 1880; 24 in 1890; 17 in 1900; but by 1910 its population was 1,713. For many years the nearest railway was the Texas & Pacific, seventy-five miles to the south. The influx of stock and agricultural settlers began about ten years ago, and the notable developments which centered in Hale and Lubbock Counties to the north gradually extended to include Lynn County. In 1910-11 the Pecos & Northern Texas main line was built across the northeast corner of Lynn County, and subsequently a branch of the same road was extended south through the center of Lynn County, with Tahoka as one of its stations. Since the construction of this road the movement of homeseekers into this section has been heavy and a start has been made in the development of the varied resources. Although prominent as a cattle

country, the excellent supply of underground water offers many possibilities for agricultural and horticultural development.

In 1900 only five farms and ranches were reported in the county. By 1910 the number was 201. The total area of the county is 552,960 acres, of which 260,792 acres were included in farms in 1910, and about 20,000 acres "improved land," as compared with only 246 acres in 1900. The live stock in 1910 was 11,182 cattle, and about 2,100 horses and mules. In 1909, 1,976 acres were planted in kafir corn and milo maize; 1,076 acres in corn; 1,003 acres in cotton, and there were about 6,400 orchard fruit trees.

The values of taxable property in 1903 were \$947,630, and in 1913, \$2,082,007.

LUBBOCK COUNTY

A few years ago Lubbock County had nothing to distinguish it particularly from other counties in the staked plains region. Its large



GIRLS' INDUSTRIAL HOME, SIMMONS COLLEGE, ABILENE

area supported a meager population of stockmen, there were no railroads, and the only thing to attract new settlers was the grazing of pasture lands. The last decade has witnessed many remarkable changes. In 1907 a branch of the Pecos & Northern Texas Railway was completed from Canyon City as far as Plainview, and by the spring of 1910 trains were operating from Plainview south to Lubbock. During 1910 construction work was being rapidly pushed on the Texico-Coleman cut-off of the Santa Fe, passing through Lubbock County and Lubbock City. This road was completed by 1911, and about the same time a branch was extended east from Lubbock known as the Crosbyton & South Plains Railroad. Settlers and capital at once came into the Lubbock district, and many of the large ranch holdings were cut up into farms, and while the farmers as a rule employed with satisfying success the dry methods of cultivating the plains crops, a still greater resource so far as future development is concerned was found in the discovery

of the shallow well water supply, by which copious streams of water can be brought from a depth of forty to a hundred feet and pumped over the fruit, alfalfa and other grain fields, insuring splendid crops from the fertile soil. Recently a number of test wells have been put down, and by the use of gasoline power and centrifugal pumps enormous flows of water are obtained. Continual pumping for many hours has failed to perceptibly lower the water in these wells. In the valleys of the streams, tributaries of the Brazos River, a large acreage is already sub-irrigated and alfalfa grows luxuriantly. Some features of the farming conditions and possibilities of the Lubbock country are described in the following quotations from a pamphlet issued by the Lubbock Chamber of Commerce: "There are two kinds of farming carried on successfully in this county. One is farming without irrigation, depending upon the twenty-four inches of rainfall to produce crops. Twenty-four inches has proved enough to raise big crops of maize, kafir corn, soudan grass, peanuts, broom corn, cotton, fruit, etc. The other method of farming practiced is by irrigation from shallow wells. This water is 99.8 per cent pure, entirely free from alkali or other injurious qualities. With the well, every farmer can have his own irrigation plant and is at no expense except when using the water. Alfalfa is a big crop under irrigation and is a big money maker for the farmer. Kafir corn is raised successfully, either with or without irrigation, and has been proved to be equal to Indian corn for feed, acre for acre. Lubbock is also becoming a great stock country, years ago large ranches were maintained here and thousands of cattle grazed, but now the ranches are being cut up in farms, and the farmers are raising a little stock through the use of ensilage of kafir corn, milo maize, etc. Fruit and truck raising is another enterprise of this country that is being rapidly developed."

The legislative act of August 21, 1876, carved out Lubbock County among a number of others in Northwest Texas. The county was organized March 10, 1891. In 1880 its population was only 25; in 1890, 33; in 1900, 293; and then by 1910 there were 3,624 inhabitants. In 1903 the assessed value of property was \$1,146,672; by 1913 the assessed valuations aggregated \$4,971,301. In 1900 Lubbock County had only forty-six farms and ranches. In 1910 this number had increased to 208. In the total area of 555,520 acres, the last census reported 277,269 acres in farms, and about 28,000 acres in cultivation, as compared with about 4,000 acres at the preceding census. Since the taking of the last census there has probably been greater development than in all the preceding decades. In 1910, 18,191 cattle were enumerated; about 2,100 horses and mules, and 4,213 sheep. The acreage planted in kafir corn and milo maize in 1909 was 1,632; in corn, 1,210; in hay and forage crops, 1,504, and about 12,600 orchard fruit trees were found.

Until the railroad era the Town of Lubbock, the county seat, was a small village. Since then several other towns have sprung up along the railways, and Slaton has considerable importance as the junction point for the branch of the Pecos & Northern Texas running south to Lynn and Dawson Counties. Lubbock is one of the largest plains country railroad centers. At the last census its population was 1,938. The city has greatly increased since 1910, and now has all the modern improve-

ments, including waterworks, sewerage, electric light, ice plant, and Lubbock is rapidly becoming the distributing center of a large section of the plains country.

HALE COUNTY

Hale County has been in the line of development in plains country of Northwest Texas for a long time. It received a considerable share of the population that peopled the Panhandle, and though remote from railways until recently it sustained a larger population and had greater wealth than any of the adjoining counties. While the counties to the east and south had a mere handful of inhabitants up to the beginning of the present century, Hale County in 1890 had a population of 721; this increased by 1900 to 1,680, and at the last census the population was 7,566.

One of the chief reasons for the early development of Hale County is found in its topography. The following description taken from a statistical report of 1903 explains the conditions which favored the early stockmen and farmers. The county "is situated in the center of the staked plains, and is one level prairie from center to circumference, almost every acre of which can be cultivated. It has no rivers, creeks, hills, mountains or forests. The only water courses of any kind are from slight depressions called 'draws,' which trend from northwest to southeast. The drainage consists of a succession of saucer-shaped basins, varying in size from one to one thousand acres, and so situated as to form the most perfect drainage and yet retain every drop of the rainfall. On this account a small rain here does as much good as a large rain does in a country where most of the water is carried away by creeks. Many of these basins hold water the year round, and hence are called surface lakes. In any of these draws water can be had by digging to a depth varying from ten to twenty feet." The existence of an inexhaustible underground lake was understood a number of years ago, and this supply was formerly made available largely through windmill pumps, and the water stored in earthen tanks for stock and other use.

The soil of Hale County is notably fertile, and the level surface offers ideal conditions for irrigation. Aside from the watering of small garden patches and fruit orchards, irrigation made little progress until within the last four years, and agriculture was largely dependent upon the natural rainfall, supplemented by unusually favorable conditions for dry-farming. About 1910 was introduced a new phase in irrigation methods, the remarkable results of which can only be estimated, but which in the course of a few years must revolutionize agricultural productions in this county. In that year a deep well was sunk, and by means of gasoline power and some centrifugal pumps water was brought to the surface in such abundance that the irrigation of a large field could be dependable and highly profitable. Since then many such wells have been put down, without a single failure, and in some cases these flow to as much as three thousand gallons per minute. While much private capital has since been invested in irrigation plants in Hale County, perhaps the best proof of confidence in its possibilities is found in the fact that the Pearson Syndicate of New York and London recently incorporated the

Texas Land & Development Company, bought more than sixty thousand acres of land in the vicinity of Plainview, and is now developing a large plant for irrigation, the total investment being estimated at more than three millions of dollars. Where irrigation has been employed some remarkable crops have been produced. Hale County is one of the chief centers for the growing of alfalfa, and wheat, oats and the staple forage crops of the northwestern counties also yield abundantly. Hale County is also coming into fame as one of the principal fruit sections of Northwest Texas. Hale County wheat has taken first premiums at the Dallas State Fair for three years, and in 1913 the county's products won seventy first and second premiums at the same fair, more than all other counties combined, in the competition in farm, garden and horticultural products.

Hale County was created in 1876, and was organized with a local government August 5, 1888. In 1903 its assessed valuation was \$1,697,-875; the rapid growth of the next ten years is indicated by the figures for 1913, which were \$8,547,561. While the county had a population of nearly two thousand at the beginning of the present century, it was still without railways. The towns in the county in 1903, all of them small, were Plainview, the county seat, Hale Center, Petersburg and Running Water. In 1907 the line of the Pecos & Northern Texas was extended from Canyon City south to Plainview, and by 1910 had been extended south to Lubbock. About 1910 a branch of the same road was built east from Plainview through Lockney to Floydada. The railroads have been followed by rapid development along all lines, and several towns have sprung up, including Abernathy, Ellen and Finney. Plainview, which seven or eight years ago was described as merely a point on the cowpath across the plains, and sixty-five miles from a shipping point, had a population in 1910 of 2,829, and now claims more than 5,000. It is a prosperous little city with many improvements, has \$50,000 invested in public schools, is the center for the Wayland Baptist College and the Seth Ward Methodist College; has ten churches, three national banks, flour mills, elevators, wholesale houses, and is the logical market center for the great irrigation and stock farming districts of Hale County.

The live stock and agricultural development of the county up to 1910, before the introduction of irrigation on an extensive scale, is exemplified in some figures from the last census report. At that time there were 731 farms in the county, as compared with 259 in 1900. In 1900 only 20,000 acres were classified as "improved land," but by 1910 this had increased to about 127,000 acres. The total area of the county is 663,040 acres, of which 379,679 acres were in farms or ranches in 1910. Live stock statistics: Cattle, 14,716; horses and mules, 6,700; hogs, 9,142; sheep, 4,128; poultry, 79,479. In 1909 the largest acreage was devoted to hay and forage crops, 28,570, including 3,619 acres in alfalfa; in kafir corn and milo maize, 14,329 acres were planted; corn, 5,757 acres; wheat, 2,862 acres; oats, 941 acres; while the horticultural resources of the county at that time were indicated by the presence of about 70,000 orchard fruit trees and about 12,000 grape vines and other fruit.

ANDREWS COUNTY

Situated in the southwestern corner of the plains country and adjoining the State of New Mexico on the west, Andrews County has had practically its sole use as a grazing section, and though the county lines were formed in 1876, county government was instituted only in 1910.

While the county is in the semi-arid section of far West Texas, its rolling prairies comprise a rich soil, the grasses furnishing a fine pasturage for cattlemen, and it has been lack of railroads perhaps more than any other thing which has delayed the progress in agriculture and in general settlement and upbuilding. At the present time the nearest railroad stations are at Midland, a few miles from the southeastern corner of the county, and at Lamesa in Dawson County. To these points cattle are driven for shipment and such products of the farm as are without local market are transported by team. While the old ranch life may continue in this section for a number of years, the vanguard of farmers has already crossed the border and farming is being undertaken on an



HEREFORDS AND ALFALFA STACKS

increasing sale. There is abundance of water underground, although the county has no running streams. For a number of years the ranchmen have raised gardens and some fruit by means of irrigating with windmill power.

At the census of 1890 only 24 inhabitants were found in the county; in 1900, 87, and in 1910 the population was 975. The county's area is 1,001,600 acres, about twice the size of a normal West Texas county. The last census reported 324,496 acres included in farms, but only 1,105 acres as "improved land," as compared with 70 acres in 1900. The number of farms or ranches in 1910 was eighteen, and twelve in 1900. At that time hardly two hundred acres were in cultivation in the staple crops of corn and kafir corn, and practically the only resource, as shown by the census statistics, was cattle, 54,322 of this stock being enumerated. The county has one small town, Andrews, which is the county seat. In 1913 the property valuation of the county was \$2,387,860.

GAINES COUNTY

Created in 1876, Gaines County was organized in 1905. It was at one time the haunt of a number of Seminole Indians, who frequented the delightful valley afterwards named Seminole Draw. The county seat and chief center of the county is Seminole. New Mexico forms the western boundary of the county, and the surface is elevated, a rolling prairie except where traversed by the draws, and practically the only water supply is that found at convenient distance under ground. Successful experiments have demonstrated the feasibility of irrigation from this source, and within less than ten years a considerable acreage has been developed for agricultural purposes, either through dry farming or by irrigation. Gaines has long been regarded as one of the best live stock sections of West Texas.

In 1880 only 8 inhabitants were found by the census enumerators; the population in 1890 was 68; in 1900, 55, and in 1910, 1,255. The Town of Seminole was founded about the time the county was organized, and there are one or two other small village centers.

The total area of the county is 985,600 acres, of which about 500,000 acres were reported in 1910 as occupied in farms or ranches. At that time about 20,000 acres were classified as "improved land," as compared with only 55 acres in 1900. The number of farms increased from six in 1900 to 206 in 1910. The number of cattle in 1910 was 34,249, and of horses and mules, about 1,250. In 1909, 4,255 acres were planted in hay and forage crops; 3,709 acres in corn, and a limited acreage in kafir corn and milo maize. The settlers have given some attention to fruit growing, the possibilities of which are promising, and the last census reported about two thousand orchard fruit trees. In 1913 the assessed value of property in the county was \$2,803,880. The county has no railroads, and the nearest shipping point is at Lamesa in Dawson County.

TERRY COUNTY

Terry County, created in 1876, but not organized until 1904, has recently come within the scope of developing activities in West Texas. The county lies just west of Lynn County, and the railroads which have penetrated Lubbock and Lynn counties have been an important factor in directing settlement toward Terry County. During the last ten years considerable progress has been made in the improvement of land for farming purposes, and the breaking up of the large pastures has already begun. The county seat is Brownsfield, near the center of the county, and there are several other small villages, including Gomez. Until the county gets railroad facilities it is likely that agricultural development will proceed slowly.

The population of the county in 1890 was 21, and 48 in 1900. By 1910 the county had 1,474 inhabitants. The total area is 556,800 acres, of which 385,737 acres were reported in farms or ranches in 1910. In 1900 only 115 acres were in cultivation, but the last census classified about 23,000 acres as "improved land." There were 235 farms in 1910, as compared with only six in 1900. The live stock interests, by far the greatest resource of the county, in 1910 were enumerated as 25,554 cattle;

about 2,900 horses and mules; 1,282 hogs, and 2,569 sheep. In 1909, 5,896 acres were planted in corn; 4,509 acres in hay and forage crops, and 1,908 acres in kafir corn and milo maize. The county is considered a fruit section, and the last census enumerated about sixty-five hundred orchard fruit trees. The valuation of property in the county in 1913 was \$1,909,552.

YOAKUM COUNTY

Lying on the extreme western side of the staked plains, with New Mexico as its western border, Yoakum County is many miles from railroads, has only two or three postoffices, including Plains, the county seat, Sligo and Bronco, and its population consists almost entirely of stockmen and their followers. The following description of the county is from the last issue of the Texas Almanac: "Farming is a secondary occupation, the raising of live stock occupying the attention of the people. While fully 80 per cent is susceptible to cultivation by dry farming methods, very little attention has been given to agricultural lines. Indian corn, maize, kafir corn, cotton and various forage plants have been successfully grown in a limited way. A few small orchards and vineyards are found at various ranches, but no effort has been made to develop the fruit industry.

Yoakum County was created in 1876, and for a number of years had no permanent population. At the census of 1890 only four inhabitants were enumerated, and in 1900 only twenty-six. By 1910 the population had increased to 602, and a county government had been instituted in 1907, with the county seat at Plains. In 1900 the census reported only one farm or ranch in the county, but by 1910 there were 107. In a total area of 562,560 acres, 439,779 acres were included in farms in 1910. While ten acres were classified as "improved land" in 1900 the amount had been increased to 8,339 acres at the last census. The live stock interests in 1910 comprised 22,506 cattle and about 1,000 horses and mules. In 1909, 2,703 acres were planted in kafir corn and milo maize, and 1,676 acres in corn. The assessed valuation of property in the county in 1913 was \$1,412,232.

HOCKLEY COUNTY

This is one of the unorganized counties in the staked plains region. County boundaries were formed in 1876, but up to the present time the county has been given over to ranch owners and practically its entire area is enclosed in the great pastures which a few years ago were the rule in all West Texas. The county lies just west of Lubbock, and the building of railways in that section during the last four or five years has made the lands of Hockley County more available for the agricultural settler. The Pecos & Northern Texas division of the Santa Fe system crosses the extreme northeastern corner of the county.

In 1900 the population was 44, and in 1910, 137. There were five farms or ranches in 1900 and twenty-three in 1910. The total area is 554,880 acres, of which 181,432 acres were included in farms in 1910. The amount of improved land in 1900 was 360 acres, and 2,657 acres in

1910. While the grazing of live stock is the chief industry, the numbers of live stock are much smaller than in many other sections of the state. In 1910 the number of cattle was 8,272, and 271 horses and mules. In 1909, 479 acres were planted in corn; 544 acres in hay and forage crops, and 133 acres in kafir corn and milo maize.

The assessed wealth of the county in 1909 was \$475,715, and in 1913, owing to the building of the railway and increased development, the valuation was \$1,129,904.

COCHRAN COUNTY

Created in 1876, and still unorganized, Cochran County lies to the west of Hockley and its western boundary is New Mexico. The surface is high and level, and while the county has no streams, and depends upon an underground water supply, the prairie grasses have made this section a natural home for cattle. The few ranchmen in the county have small orchards and a small acreage under cultivation, and it has been demonstrated that the staple crops and several varieties of fruits can be raised successfully. The county is without railroads, and the fact that it has not been more fully developed is largely due to its long distance from transportation lines. The nearest railroad is the Pecos & Northern Texas division of the Santa Fe, completed in 1911.

In 1900 population was 25, and in 1910, 65. The assessed valuation in 1909 was \$383,765, and in 1913, \$527,936. In 1900 the census reported only one farm in the county, while in 1910 there were sixteen. The total area is 556,160 acres, the greater part of which was included in farms or ranches in 1910, but only 1,826 acres classified as "improved land." The last census reported 15,390 cattle. About 350 acres were planted in corn and kafir corn and milo maize in 1909, and there were over 1,000 orchard fruit trees.

LAMB COUNTY

Lamb County lies directly west of Hale County, was created in 1876, and was organized in June, 1908, with Olton as the county seat. In 1911 the Texico-Coleman branch of the Santa Fe Railroad was built across the county, leaving Olton to one side, and several other stations have since been established along the line. The railroad has opened up the land for agricultural settlement, but it is still strictly a cattle county, and the greater portion of its area is included within large ranches. The surface is quite level, except where broken by three tributaries of the Brazos River, and it is devoid of timber except the groves planted by ranchmen. Excellent results have been obtained by the few farmers who have recently settled, and the staple crops of the Panhandle region have been successfully grown.

At the census of 1890 Lamb County had a population of 4; in 1890, 31, and in 1910, 540. The total area of the county is 654,080 acres. About 14,000 acres were classified as "improved land" at the last census, as compared with 370 acres in 1900. There were five farms in 1900 and ninety-two in 1910. The county's prominence as a cattle district is indicated by the census statistics for 1910, enumerating 40,355 cattle and

about 1,300 horses and mules. In 1909 an acreage of 5,048 was planted in hay and forage crops, and a small amount of land in corn, kafir corn and other crops. Fruit growing has made some progress, and at the last census about 2,700 orchard fruit trees were enumerated. The valuation of property in the county in 1913 was \$3,187,014.

BAILEY COUNTY

Still unorganized, Bailey County was created in 1876. It lies against New Mexico, and until very recently has been almost uninhabited and in pasture alone has contributed to the economic wealth of the state. When the federal census of 1900 was taken there were but four people living



BREAKING THE WEST TEXAS PRAIRIE

in the county, and of these but one was a voter. In 1910 the census enumerated 312. In 1911 the division of the Sante Fe Railroad from Texico to Coleman was built through the county, and improved transportation has given agriculture and general development a great impetus. There were five farms in the county in 1900, and seventy-one in 1910. Of a total area of 659,200 acres, while more than half was included in farms in 1910, only 11,000 acres were "improved land," and the amount of land in cultivation in 1900 was only 275 acres. The last census reported 13,389 cattle and 2,337 sheep. The chief crop in 1909 was kafir corn and milo maize, in which 3,094 acres were planted, and 1,409 acres in hay and forage crops, besides some wheat and corn. A description of the county and of some recent developments is taken

from the Texas Almanac for 1914: "The surface is almost level plain, with wide, shallow valleys. In the shallow water belts all staples produce large yields, while fruit and vegetables grow luxuriantly. The possibilities of irrigation are many and development in the shallow water belt in the northern section is making rapid progress. Until a year ago Bailey County was practically one large pasture. Although the live stock interests predominate, stock farming and diversified agriculture and horticulture in the irrigated sections are claiming an increasing amount of attention, these features being entirely responsible for the increase in population and wealth recorded during the last two years. While an accurate survey of the shallow water districts has never been made, it is estimated that there are approximately 45,000 acres in the northern portion of the county with an abundant supply of pure water at a depth ranging from eight to fifty feet." The assessed wealth of Bailey County in 1913 was \$299,958.

HOWARD COUNTY

Howard County was created from the Bexar district during the '70s, but its county government was not organized until June 15, 1882. The total population of the county at the census of 1880 was given as 50. Cattlemen and buffalo hunters had taken temporary possession, and Big Springs, on account of abundance of water, had long been an oasis in these western plains. The map of Texas in 1874 indicates the springs as one of the conspicuous geographical points in the country.

During 1881 the great army of railroad builders passed through the county, laying the track of the Texas & Pacific Railroad, and the springs were as useful to the railroad as they had been to the buffalo and cattle. With the railroad came permanent settlement, stock ranches and farms were established for miles along the right of way, and from that time civilization began to develop its various institutions and activities.

By 1890 the population of the county was 1,210; it doubled during the next decade, being 2,528 in 1900; and at the last census in 1910 was 8,881. In 1900 the population of Big Springs was 1,255, or approximately half of the total population of the county, a proportion which was maintained through the next decade, since the population of the chief city in 1910 was 4,102. Other towns in the county are Coahoma, Morita, Soash and Vincent.

While the cattle industry is very prominent, as it has been for more than thirty years, the soil of Howard County is very fertile and is well adapted to the growth of cotton, milo maize, kafir corn and all kinds of fruits. The agricultural interests are growing, and the figures for the last census indicate the truth of this assertion. In 1910 the census enumerators found 891 farms in Howard County as compared with only 130 in 1900. The approximate total area of the county is 570,240 acres, and of this area about eighty-five thousand acres were in "improved land" in 1910, as compared with less than six thousand in the same classification ten years before. In 1909, 22,197 acres were planted in cotton; 13,458 acres in kafir corn and milo maize; 917 acres in corn; 2,237 acres in hay and forage crops; while the fruit interests were indicated by the enumeration of about twenty-eight thousand orchard fruit

trees. The live stock statistics for the county in 1910 were: Cattle, 32,545; horses and mules, about five thousand three hundred; hogs, 2,594; and poultry, 32,244.

Since the construction of the Texas & Pacific Railway Big Springs has been a division point on that road. A selection of the point was chiefly due to the existence of superior water supplies such as could not be found at any other place in west Texas along the route of the railway. The Big Springs proper are about a mile and a half south of the city, and as they constituted a great natural water supply to the early stockmen, the railway company found them equally useful, and for a number of years the city water supply was drawn from the same source. Finally the Big Springs Water Company was organized and sunk wells to tap an abundant underground supply near the same springs. In 1881 Big Springs was a village of tents and adobe huts. There was nothing to support the town at that time except the railway interests and scattering ranches, but as the railway company began to enlarge its machine shops and the ranches became more numerous, the little village began a steady growth which has continued until the present time. The railway company in 1906 constructed new shops at a cost of half a million dollars, and that improvement came about the time the farmers made their greatest advance in the movement to crowd out the ranchmen. In April, 1907, the city was incorporated, and has acquired municipal improvements equal to any found in towns of similar size in all west Texas.

Howard County has made a substantial increase in material wealth in the past ten years, particularly during the first half of that decade. The amount of taxable property in the county in 1903 was \$2,422,420; in 1909, \$4,797,940; and in 1910, \$4,842,805.

IRION COUNTY

This county for a number of years was under the jurisdiction and a part of original Tom Green County, and was detached and created a separate county in 1888, and a local government organized in April, 1889. It is a country in the western plains district, with limited rainfall, meager timber resources, and while there has been some development in the direction of agriculture, the chief interest for years has been live stock. Ten years ago it was said that half the total area of the county was held in two big pastures, but recent years have witnessed a tendency toward the breaking up of such holdings and the introduction of better live stock, better methods, and some real agriculture.

In 1890, at the first census after the county was organized, its population was 870, and in 1900 there was a slight decrease from this small figure to 848; at the last census the population was 1,283. In 1910 the census reported 94 farms, as compared with 52 in 1900. In a total area of 638,720 acres, about one hundred fifty-five thousand acres were occupied as farms. The total area of "improved land," in 1910, was 5,257 acres, as compared with 1,226 acres in 1900. Though a stock raising county, numerically the statistics are disappointing as compared with other counties in eastern sections where live stock is much less pronounced as a feature of economic wealth. In 1910 there were 4,299 cattle; about one thousand five hundred horses and mules; and 16,808 sheep. The

chief crop acreage in 1909 was: Hay and forage crops, 1,374 acres, including about four hundred acres in alfalfa; corn, 536 acres; kafir corn and milo maize, 717 acres; cotton, 707 acres; and oats, 322 acres.

One great improvement has come since 1910 in the extension of the Kansas City, Mexico & Orient Railroad from San Angelo through the county, and through the influence of this transportation system a large number of new settlers have come in and the other familiar developments following improved transportation have occurred. The chief town of the county is the county seat, Sherwood, while Mertzon, Monument and Suggs are other railway towns.

The increase of taxable wealth during the past ten years is illustrated by the following figures: In 1903, \$1,246,100; in 1909, \$1,665,730; and in 1913, \$2,312,611.

COKE COUNTY

This county was detached from the extensive territory of original Tom Green County on March 13, 1889, and a county government was organized April 23 of the same year. The first county seat was Hayrick, a village name no longer existing, but in 1891 the government was moved to Robert Lee, near the center of the county. The county seat is on the north bank of the main branch of the Colorado River, which runs centrally through the county from northwest to east. This river with its tributaries furnished the water for stock purposes during the first settlement, and the greater part of agricultural development has been along the same streams. A small area of land is irrigated in the Colorado Valley.

Near the northeast corner of the county, but across the line in Runnels County, was situated old Fort Chadbourne, a military post established before the war. It was under the protection of this fort that the first stockmen ventured out to the extreme frontier, and the existence of Fort Concho, some miles to the south, during the years following the war was another fact favoring the occupation of what is now Coke County. Permanent development began with the decade of the '80s. In 1880 Nolan County, on the north, had a population of about seven hundred, while Runnels County, on the east, had about one thousand. Early in the '80s the Texas & Pacific was built through the tier of counties on the north, while in the same decade the Santa Fe reached San Angelo. These facts contributed to give Coke County a population of 2,059 in 1890, the year following the establishment of the county. Its population in 1900 was 3,430, and in 1910, 6,412. About 1910 the Kansas City, Mexico & Orient Railroad was put in operation from Sweetwater to San Angelo, crossing the eastern edge of Coke County. Along this railroad the towns of Tennyson, Bronce, Rawlings, and Fort Chadbourne were established, and other towns off the railroad are Robert Lee, still the county seat, and Edith and Sanco.

The assessed valuation of property in the county in 1903 was \$1,601,747; in 1909, \$2,902,262; and in 1913, \$3,215,825.

The county has its chief resources in stock raising, while agriculture has made considerable progress especially during the last fifteen years. In 1910 there were 969 farms, while the number in 1900 was 480. The total area of the county is 595,840 acres, the greater part of which was

occupied in farms at the last census, and about sixty-six thousand acres were "improved land," while at the preceding census the amount of land in cultivation was about twenty-one thousand acres. The stock interests in 1910 were: Cattle 30,024; horses and mules, about eight thousand three hundred; sheep, 17,052. The farmers place their chief dependence in cotton, and in 1909 the acreage in that crop was 29,690; in kafir corn and milo maize, 6,279; in hay and forage crops, 6,812; and in corn, 2,832. The soils in many parts of the county are adapted to fruit and truck crops, and the last census reported about eighteen thousand trees in orchard fruits.

STERLING COUNTY

Sterling County occupies a district situated about midway between San Angelo, on the Santa Fe, and Big Springs, on the Texas & Pacific and was originally a part of Tom Green County. It was created March



COURT HOUSE AT BIG SPRINGS

4, 1891, and organized in June of the same year. The chief stream is the North Concho River, and a tributary is Sterling Creek, named after a frontiersman and Indian fighter. A few stockmen began running their herds in what is now Sterling County during the '70s, and their number increased with the opening up of the western country by the construction of the Texas & Pacific Railway in 1881. In 1910 a branch of the Santa Fe Railroad was constructed a distance of forty-two miles northwest from San Angelo to Sterling City, following the general course of the valley of the North Concho, and during the past four years there has been a notable immigration into Sterling County, with consequent development for which there are few statistics available. In 1903 the valuation of property as returned by the assessors was \$1,276,225; in 1909, \$1,640,300; and in 1913, \$2,070,764. The only important town is the county seat, Sterling City.

In 1900, at the first census after county organization, the population was 1,127; in 1910, 1,493. The population is now much larger.

Permanent development of the county's resources began with the present century, and most of the lands are still open pastures with stock raising the primary industry. In 1910 there were enumerated 135 farms, while the number in 1900 was 86. The area of the county is 606,720 acres, of which a little more than half was occupied in farms at the last census, and about 8,000 acres were "improved lands," as compared with about three thousand four hundred acres so classified in 1900. The last census reported 22,919 cattle; about four thousand four hundred horses and mules; and 31,115 sheep. The acreage planted to hay and forage crops in 1909 was 2,315; to cotton, 1,626; and to kafir corn and milo maize, 927 acres. There are a number of pecan trees bordering the Concho River, and the last census enumerated about nine thousand of those nut-producing trees.

REAGAN COUNTY

Until 1903 Reagan was a part of Tom Green County, joined to the present county by the narrow Panhandle of land lying between Irion and Sterling counties. The present county was organized in that year and named for Judge John H. Reagan. The county is a portion of the plains of west Texas, has no running streams, very sparse native timber, has apparently ample water supply obtained at a distance of from fifteen to two hundred feet underground. Situated about a hundred miles from the nearest railroad, the county has until recently been within the open range district, and the statistics of the live stock industry covered the only important phase of economic development. About 1912, however, the Kansas City, Mexico & Orient Railroad was completed through the southern half of the county from San Angelo westward. That has already inaugurated a new era for the county. There are two railroad stations, Barnhart and Big Lake, while Stiles, the county seat, is located away from the railroad. The population of the county at the last census was 392. The assessed value of property in 1903 was \$735,625; in 1909, \$1,125,316; and in 1913, \$1,279,430.

The last census reported that out of a total area of 685,440 acres, only about two thousand five hundred acres were classified as "improved lands." There were fifty-one farms in the county at that census. Stock interests were enumerated: Cattle, 14,066; horses and mules, about one thousand two hundred; and sheep, 9,074. In 1909, 832 acres were planted in kafir corn and milo maize, 452 acres in hay and forage crops, and a limited acreage in corn. A limited amount of land is irrigated from wells.

GLASSCOCK COUNTY

Lying at the foot of the plains region of West Texas, and originally a part of Tom Green County, Glasscock County was created April 4, 1887, but the county government was not organized until March 28, 1893. It was named in honor of George W. Glasscock, a participant in the Texas Revolution, and a prominent citizen of Williamson County, whose first name is now carried in the county seat of Williamson.

While the county still has a meager population, its development has been fairly rapid since the beginning of the present century. Up to that time its level area was occupied only by cattlemen with their outfits, and in 1890, the population enumerated by the census was 208, and in 1900, only 286. At the last census the population was 1,143. While the county has no railroad, it is included within the belt of country developed by the Texas & Pacific Railway, and the chief market towns and shipping centers are Midland and Big Springs on that road. The chief topographical feature of the county is the North Concho River, with several tributaries, but the main source of water supply is the underground sheet of water found beneath most west Texas counties, and for a number of years the farmers and stockmen have used wells driven by windmill power to pump water for stock and also, to some extent, to irrigate the small truck and other crop fields. The county seat is Garden City, and there are one or two other small village centers.

At the last census one hundred sixty-five farms were enumerated, as compared with forty-nine in 1900. The total area of the county is 554,240 acres, of which 356,720 acres were reported as included in farms, and of that amount 15,384 acres were "improved land," while at preceding census the amount of improved land was only 1,100 acres. Naturally the stock interests are the chief resources. The last census enumerated 17,231 cattle; about three thousand horses and mules; and 10,967 sheep. While the growing of vegetables and fruits has proved profitable through the aid of irrigation, the chief crops are those adapted to dry farming methods. In 1909, 1,966 acres were planted in kafir corn and milo maize; 1,811 acres in cotton; 1,577 acres in hay and forage crops; and 259 acres in corn. About two thousand trees were enumerated in orchard fruits.

In 1903 the valuation of property was \$1,032,391; in 1909, \$1,944,123; and in 1913, \$1,926,038.

MIDLAND COUNTY

Reference has been repeatedly made in these sketches of Texas counties to the remarkable development that followed the construction of the Texas & Pacific Railroad from Fort Worth west to El Paso. In almost every case the counties through which that line passed were the first to begin development on a permanent basis, and the line of railway became the backbone to the economic activities spreading for many miles on each side. Between the town of Big Springs, in Howard County, and the Pecos River, the Texas & Pacific crosses the immense territory formerly comprised within Tom Green County. As elsewhere stated, the breaking up of the original Tom Green County began during the '80s, and it is noteworthy that the first division was made at the western end rather than at the eastern side of the original county. The first of such counties to be detached and separately organized was Midland, created and organized in 1885.

For more than thirty years Midland and surrounding counties have been a center for some of the most extensive cattle operations in the entire state. Midland has for a number of years, and is yet, particularly the home of wealthy cattlemen, and many of the veterans in the industry have at some time or other been identified with the country tributary

to Midland City. While the old Texas "longhorn" was the feature of the cattle herds in that vicinity for a number of years, some of the first successful attempts to introduce thoroughbred cattle were made in the Midland country. Not long after Midland County was organized, the great Chicago packer, Nelson Morris, bought up and established the great ranch of more than three hundred square miles in the district north of Midland City, and started the experiment of raising Polled Angus cattle, and at one time had as many as twenty thousand head of this strain on his ranch. His stock was sold a few years ago. Midland is the home of the largest registered herd of Hereford cattle in the world, owned by Schaubauer Brothers, and there are also many Durham cattle. Ever since the coming of the railroad the greater part of Midland County has been occupied by ranches and was gradually enclosed in immense pastures by various corporations and individual cattlemen. During the present century there has been a gradual subdivision and breaking up of these extensive ranches, and farming, especially by the dry farming methods, and more recently with the aid of irrigation, has become a pronounced feature. In 1911 the many experiments hitherto conducted for drawing water from an underground supply to irrigate land came to a climax with the opening of a great well near Midland, which developed a flow of two thousand gallons per minute. The success of this initial well has stimulated the investment of capital and enterprise in many other localities about Midland City, and irrigation farming is now on a fairly well established basis.

Some facts taken from the last census report give the status of the live stock industry and of agriculture in the county as follows: There were 178 farms, as compared with 73 ten years previously. Of a total area of 567,680 acres, 466,367 acres were occupied as farms. About sixteen thousand acres were cultivated as "improved land," as compared with 897 acres in 1900; 28,967 cattle were enumerated in the county, and about two thousand seven hundred horses and mules. The acreage of the chief crops during 1909 was: Kafir corn and milo maize, 2,438; cotton, 1,755; hay and forage crops, 2,252; and corn, 421. About three thousand five hundred orchard fruit trees were enumerated.

In 1890, Midland County had a population of 1,033; in 1900, 1,741; and in 1910, 3,464. There are one or two small villages, but the greater proportion of the county's population is concentrated in Midland City, which had 2,192 inhabitants in 1910. Midland City, which got its name from the fact of its location about midway between Fort Worth and El Paso, claims the distinction of being the wealthiest town per capita in the United States, and has a trade territory covering an immense district on all sides. The city has well improved streets, a number of modern business blocks, schools and churches, and is the natural business center for counties both to the north and south.

The assessed values of property in the county in 1903 were \$2,009,294; in 1909, \$5,882,603; in 1913, \$5,734,287.

UPTON COUNTY

This county, though given formal boundaries in 1887 and detached from original Tom Green County, long remained among the unorganized

counties of west Texas, and the county government was established in 1910. Previously it had been attached to Midland County for judicial purposes. Until very recently it has been essentially a stock raising country, and its limited population were almost entirely engaged in that vocation. Since 1910 two important developments have occurred. The first demonstrated that Upton County lies in the area of the "shallow water belt," and by means of pumping it is possible to irrigate large quantities of land on an economic basis. About 1912 the Kansas City, Mexico & Orient Railroad was constructed across the southern border of the county, and that railway promises to inaugurate a new era of improvement, and the coming of new settlers of a farming class will bring about a more general utilization of the natural resources of this section.

The population of Upton County at the three last census years was: In 1890, 52; in 1900, 48; and in 1910, 501. The county seat town is Upland, which is located near the center of the county and was the only postoffice until the coming of the railroad, since which time the station of Rankin has been located on that line.

The report of the last census furnished only meager statistics on agricultural development. One hundred and five farms were enumerated, as compared with eighteen in 1900. Of a total area of 764,800 acres, 1,638 acres were "improved land," while at the preceding census only eighty-five acres were so classified; 6,224 cattle were enumerated, about two thousand horses and mules, and 2,118 goats.

Assessment values in 1903 were, \$364,440; in 1909, \$1,122,850; and in 1913, \$2,672,275.

ECTOR COUNTY

The Texas & Pacific Railway passes diagonally through Ector County, and soon after that road was completed in 1881, three stations were established within the present limits of Ector County—Odessa, now the county seat, Douro and Metz. These were the shipping stations for stock gathered from the surrounding ranges and points of receipt for supplies to the ranchmen, who in scattered numbers, occupied all the country on both sides of the railroad. Off the railroad no other towns have been established in thirty years, and the level plains and breaks of the county have never had any important use except for the grazing of live stock. The eastern part of the county belongs in the shallow water belt, and during the last few years some development has been done in farming by irrigation. There is not a running stream of any kind in the county, but the rich growth of nutritious grasses has made the county a favorite resort for stockmen for many years.

Ector County was created from the western portion of Tom Green County, February 26, 1887, and was organized January 6, 1891. Its population in 1890 was 224; in 1900, 381; and in 1910, 1,178, and immigration has been fairly rapid during recent years. In 1903 the property valuation was \$1,324,184; in 1909, \$3,224,731; and in 1913, \$3,268,005.

In 1910 there were 84 farms in the county, preceding census having reported 25. The total area of the county is 570,880 acres, of which 452,860 acres were occupied in farms in 1910, but only 4,796 acres in "improved land," representing an important increase since 1900, when

only 92 acres were so classified. The chief source of wealth is cattle, and 23,765 were enumerated in 1910, and about 1,400 horses and mules. The acreage in kafir corn and milo maize in 1909 was 1,524; in hay and forage crops, 340; in cotton, 222; and in corn, 216.

RUNNELS COUNTY

This was one of the West Texas counties which shared in the phenomenal increase of population and the development of resources during the first decade of the present century. That rapid growth has not been continued in the last three or four years, owing to the continued dry weather conditions that have prevailed over most of Texas, but the county has done well to maintain the level of prosperity attained in previous years. When the first official census was taken of Runnels County its population, in 1880, was only 980, including 15 negroes. Population grew by 1890 to 2,193; by 1900 to 5,379; and by 1910 to 20,858, showing nearly a quadruple gain. While the great bulk of the population is native American, Germany, Austria and Mexico have contributed a substantial number of their people. The progress of the county is also well illustrated in figures taken from the tax assessment. In 1881 taxable property was assessed at \$665,077, nearly half being represented by live stock; in 1903, \$4,188,000; in 1909, \$10,571,775; while valuations showed a small decrease by 1913, the figures being for that year \$10,167,342.

Runnels County was one of the counties laid out by the legislative act of February 1, 1858, being named in honor of Governor Runnels. The county was not permanently settled for twenty years afterwards, and was finally organized in 1880. On Oak Creek, just beyond the west boundary of the county, Fort Chadbourne was established in the '50s and was garrisoned by Federal troops until the Civil war. Under this protection a few settlers had located in Runnels County, but they were traders or wandering stockmen, and during the troublous times of the war decade the county was practically abandoned.

During the '70s the cattlemen took possession of Runnels County, driving the buffalo before them and establishing their camps all along the Colorado and its tributaries. By 1880 the Texas and Pacific Railroad had been built through Abilene, about twenty-five miles from the county, and for many miles on both sides of that route the stockmen and settlers began permanent occupation. At that time agriculture had hardly been attempted, merely enough to test the productiveness of the soil. When the county was organized the place selected as the county seat was given the name Runnels. In 1886 the Gulf, Colorado and Santa Fé Railroad was built through the county, and the Town of Ballinger, founded on this line, soon afterwards became the county seat and has since been the metropolis of the county. The county had no other railroad for more than twenty years. In 1909 what was known as the Concho, Llano & San Saba Valley Railroad was constructed a distance of seventeen miles from Miles to Paint Rock in Concho County and is now operated as a branch of the Santa Fé. During 1910-11 the Abilene & Southern Railway was finished from Abilene to Ballinger.

In 1882 the county had about 42,000 cattle; 30,000 sheep, besides other stock. Since the '80s the county has changed from an exclusive range to a well diversified farming country. In 1903 over 15,000 bales of cotton were raised in the county, and Ballinger claimed to have the largest wagon receipts of cotton among all the cities of Texas, 54,000 bales having been brought into town in 1909 over the country roads. In the meantime the number of live stock has decreased, although the values under conditions of modern stock farming, are greater than thirty years ago. The report of the last federal census was based upon conditions existing in 1909-10, at the climax of the county's modern development. That report showed 2,526 farms in the county, as compared with 669 at the preceding census. Of a total area of 623,120 acres, the greater part was occupied in farms and ranches, and about 232,000 acres were "improved land," by comparison with approximately 48,000 acres in 1900. Figures representing the live stock interests were: Cattle, 22,029; horses and mules, about 13,800; hogs, 6,454; sheep, 15,120; and poultry, 97,607. The acreage planted in cotton in 1909 was 121,957; in kaffir corn and milo maize, 38,458 acres; in hay and forage crops, 12,907 acres; corn, 2,981 acres; a minor acreage in oats and wheat, about 500 acres in potatoes and other vegetables, and with approximately 65,000 trees in orchard fruits, and about 5,000 pecan trees. Along the Colorado River about 2,500 acres are under irrigation.

The only important centers of population in 1890 were Ballinger, with a population of 1,390, and Runnels, the original county seat. In 1900 Ballinger had a population of 1,128, and in 1910, of 3,536. Other towns are Winter, Miles, and Rowena. The formal beginning of the history of Ballinger dates from June 29, 1886, when the first sale of town lots was held.

CONCHO COUNTY

Until very recent years Concho County has been regarded as included in the great Western Texas cattle range, a typical stock country, and its undulating surface of hills and valleys, with scant growth of timber, furnishing a country whose primary usefulness is as pasture land. It was during the decade of the '70s that the pioneer stockmen made their first determined advance into the country, which they disputed with the buffalo and the Indian, and since then many thousand head of cattle, sheep and horses have grazed on the rich grasses of Concho County's land and have been driven out to market. Since the beginning of the present century agriculture has made important strides, and there are sufficient statistics to prove a great development in that time.

Concho County was one of the county divisions created before the war, by the Legislature in 1858, its territory having been taken from the original Bexar district. As was true of McCulloch County on the east, the stockmen had little interest in a permanent county organization, and the first county government was organized March 11, 1879. The latter date indicates about the beginning of consecutive improvement and development in the county. The statistics of population indicate quite accurately other facts of progress. Population in 1880

was 100; in 1890, 1,065; in 1900, 1,427; and in 1910, 6,654. In 1881 the value of taxable property in Concho County was \$445,185, to which live stock contributed values amounting to about \$165,000. The status of the county in 1882 is indicated by an extract from a report on Texas resources published in 1883. "According to the latest assessment rolls (1881), there were in the county 1,171 horses and mules, 12,359 cattle, and 29,977 sheep. A correct enumeration of stock at this time (1882), it is thought, would reach twice the number above given. The native grasses furnish abundant pasturage for all kinds of stock the year around. While the lands are held at from fifty cents to one dollar per acre, and pasture land may be leased for a term of five years for five cents per annum per acre, there are no improved tracts for sale. The courts having been organized, and the machinery of county government put in operation, a sentiment favorable to law and social order is rapidly developing, the laws are enforced, and life and property are as secure as in many older communities. Paint Rock, the county seat, situated just below the junction of Kickapoo Creek and Concho River, is a thriving town, having a number of stores and a good school. Religious conveniences are limited, but are on the increase."

In 1888 the Gulf, Colorado & Santa Fe Railway, which for several years had been building westward from Lampasas, was completed to San Angelo, and passing close to the northwest corner of Concho County, furnished the most accessible railway conveniences for that county during the next twenty years. About 1910 a short line of railway was constructed from the Santa Fe at Miles into Concho County to Paint Rock. A year or so later branches of the Santa Fe through San Saba and McCulloch County, and of the Fort Worth & Rio Grande from Brady, penetrated the southeast corner of Concho County. The county seat from the time of organization has been Paint Rock at the north end of the county and in the valley of the Concho River. The other chief settlements concentrated in the southeastern part of the county, where the older town was Eden, while Eola and Miller's View were country communities between these two first mentioned places. Eden is now the western terminus of the line of the Santa Fe from Brady and one or two other villages have sprung up with the railway.

In 1903 the valuation of property in Concho County was \$1,935,689. Development during the next ten-year period is indicated by the rise of taxable values to \$4,471,897 by 1913. The last Federal census enumerated 865 farms in Concho County, as compared with 119 in 1900. The area of the county is 587,520 acres, and while the census reported a part of this land in farms, only about 80,000 acres was classified as "improved land," which figures in themselves indicate much progress during the preceding decade, since the amount of improved land in 1900 was only 6,184 acres. The live stock interests in 1910 were: Cattle, 29,596; horses and mules, about 7,500; sheep, 49,599; and poultry, 25,414. The acreage planted to cotton in 1909 was 38,734; to kafir corn and milo maize, 10,241; to hay and forage crops, 6,821; to corn, 1,894; while wheat was also a demonstrated crop but with a small acreage. The people of the county have also made a beginning of fruit growing.

TOM GREEN COUNTY

As originally created by act of the Legislature on March 13, 1874, Tom Green County was an immense territory, extending from the western limits of Runnels and Concho counties to the Pecos River. From this original territory parts were taken as follows: In 1885 to form Midland County; in 1887 to form Crane, Ector, Glasscock, Loving, Upton, Ward and Winkler; in 1889 to form Coke and Irion; in 1891 to form Sterling, and in 1903 to form Reagan. In 1880, when the county comprised an area of 12,500 square miles, or the size of fourteen counties like Tarrant, its population was 3,615 (645 negroes). In 1890, when it still contained several counties since detached, the population was 5,152. In 1900, when Reagan County was included, the population was 6,804. At the last census, 1910, the county with its present limits had a population of 17,882, while the population of Reagan and Tom Green counties combined was 18,274, showing that nearly all the remarkable increase during the first decade of the present century was in Tom Green County proper.

The act creating Tom Green County in 1874 named commissioners, who were to meet in the Town of Ben Ficklen and provide for an election of county officials and the choice of a county seat. Ben Ficklen was to be the county seat until another site was regularly chosen. This old settlement was a little below the confluence of the south and middle forks of the Concho River.

About 1870 Fort Concho was established at the forks of the north and south branches of the Concho River. In 1858 the "Overland Pacific Mail" had been inaugurated, a stage line extending from St. Louis through Fort Smith, Arkansas, Sherman, Texas, and through Northern and Western Texas to the Rio Grande, passing through what is now Tom Green County. The stage line from San Antonio originally met this line beyond the Pecos, and after the Civil war another route was opened, leading northwest from San Antonio through Boerne, Fredericksburg, Mason, Menardville, on to a junction with the northern trail at Fort Concho, and thence west and southwest to the Rio Grande. A Texas map of 1874 indicates the site of Fort Concho, and south of it "Ben Ficklen's Stage Station," while a little to the east was Bismarck. The only other locality in the county shown on this map was "Stone's Rancho," to the north of Fort Concho. The military post and the overland stage route preceded permanent settlement some years. Along these roads and around the military posts were settled a number of frontiersmen and stockmen. Thus the decade of the '70s was nearly over before the great range was despoiled of its buffalo and the Indians subjugated, and even then the only inhabitants were the owners and attendants of the domestic herds that grazed on the pastures.

In 1877 the only postoffices in the limits of the county were at Ben Ficklen, which was still the county seat, and at Fort Concho. Around the old military post grew up the town of San Angelo, and it subsequently acquired county seat honor, and in 1882 claimed a population of about eight hundred, while Ben Ficklen had half that number.

In September, 1888, San Angelo became the western terminus of the Gulf, Colorado & Santa Fe Railroad. Until then the nearest railway had been the Texas & Pacific, fully a hundred miles to the north, and while the new railroad did much to bring prosperity to the county at

large, it was undoubtedly the means of making San Angelo the metropolis of a large section of Western Texas. During 1910 a railroad was constructed from San Angelo to Sterling City, a distance of forty-two miles, under the name Concho, Colorado & San Saba Railway, which is now operated as a part of the Santa Fe. About the same time the Kansas City, Mexico & Orient Railway was extended to San Angelo as its southern terminus, and the company maintains its Texas headquarters in that city. Construction of this road was then continued southwestwardly through Fort Stockton and has tapped a vast territory hitherto without railway facilities and lying between the Southern Pacific on the south and the Texas & Pacific on the north. Another branch of the Orient Railway is under construction from San Angelo south to Del Rio.

Since 1888 San Angelo has been the shipping point for an immense territory as far west as the Pecos Valley, and while it no longer has the prestige of being the nearest railway shipping point to half a dozen vast counties to the west, the city's real prosperity has actually increased since the building of new railway lines. Under old conditions San Angelo's trade territory was eighteen counties, comprising over thirty thousand square miles, and, while the wool and sheep, the cattle, pecan, and other products of all the surrounding country came to San Angelo for market, that city was also the headquarters for a large jobbing and retail trade and the most eligible point of distribution over the same territory. San Angelo has also profited as a health resort, and, while a considerable proportion of the permanent residents were originally attracted by the climate and high altitude, a large and increasing number of tourists and health seekers find their way each year into the Concho country. Municipally considered, San Angelo has a street railway system, electric light, water works, sewerage, gas, etc. The main business streets are all paved with creosoted wood blocks and several residence streets are also paved. The city has a number of small manufacturing industries, has four banks, a Federal building, a fine hospital, four ward school buildings, and one central high school. The great increase in both wealth and population has come to San Angelo and surrounding territory during the past decade. In 1890 the population of San Angelo was estimated at 2,615. The city was incorporated in 1903, and the census of 1910 gave it 10,321.

In 1903, when the county was brought within its present limits, the value of taxable property aggregated \$4,260,695; by 1909 this had increased to \$8,780,625, and by 1913 to \$10,875,500. Tom Green County has always been one of the prominent cattle counties of the state, which industry continues to take precedence over all others. The waters of the Concho River have been drawn upon for irrigation, and the irrigated lands have been chiefly devoted to the growing of truck and vegetables and alfalfa. Cotton is the chief field crop. The old range stock has entirely disappeared, and the ranches and farms are now stocked with improved breeds of cattle, sheep, goats, horses and hogs. At the last census there were 998 farms in Tom Green county, as compared with only 243 in the county with its larger area of 1900. Out of a total area of 930,560 acres, approximately 105,000 acres were classified as "improved land." The live stock interests enumerated at the last census were: Cattle, 35,787; horses and mules, about 10,100; hogs, 3,274; sheep, 43,707; poultry, 33,995. In 1909 the acreage in cotton was 27,054; in

hay and forage crops, 23,079; in kafir corn and milo maize, 7,416; in corn, 1,423; while some land was devoted to oats, and about 300 acres in potatoes, sweet potatoes and other vegetables. There were approximately 9,000 orchard fruit trees, and about 54,000 pecan trees.

CHILDRESS COUNTY

Childress County is one of the twenty-six counties comprising the distinctive section of Texas known as the Panhandle, and is in the extreme southeastern corner of that area. The movement of population into the uplands of Northwest Texas began in the '70s. One of the pioneers was the stockman, Charles Goodnight, who established his headquarters in the Palo Duro Canyon in 1876, having to dispute the possession of that region with both the Indian and the buffalo. From that time on the cattlemen were the lords of these vast plains, and their herds were driven from range to range and from creek to water-hole, without a single "squatter" or permanent habitation to obstruct them.

In 1876 the Legislature divided all this territory into counties, leaving the organization of local government to wait on settlement. About the same time Fort Elliott was established in Wheeler County. By 1880 there were several thousand inhabitants in this plains region. First of all the counties to organize was Wheeler, which obtained a local government in 1879, with county seat at the old Town of Mobeetie. Oldham County was organized in December, 1880; Wilbarger in October, 1881; Donley in March, 1882; Hardeman in December, 1884, and Childress on April 11, 1887. At the census of 1880 the population of Childress County was 25; Hardeman had 50; Wheeler, 512; Oldham, 287; Armstrong, 31; Donley, 160, and Collingsworth, 6.

For several years conditions were little changed, with the cattlemen supreme. The entering wedge of civilization was the railroad. The Fort Worth & Denver City in May, 1885, was built as far as Wichita Falls; in April, 1887, Quanah was its terminus, and on March 14, 1888, two divisions were connected at Texline. All along this road stations and cattle pens were built, and around each point merchants, mechanics, laborers, farmers and stockmen collected as the nucleus of a town, and in a short time something like permanent conditions prevailed, whereas before population and wealth had obeyed the transient laws of the range and the cattle trails.

At the census of 1890 Childress County had a population of 1,175, the county seat town having 621 of this number. In 1900 the population of the county was 2,138, and at the census of 1910 the figures were 9,538. In the early '90s crop failures and the financial panic caused a general exodus from all Northwest Texas, but about the close of the decade immigration began again, and this time with a more substantial class of settlers. The conditions of success in this country became better understood, and since the beginning of the present century development has proceeded on the basis of solid and lasting prosperity, and the population of Childress County more than quadrupled during the decade.

The chief town in Childress County is the county seat, Childress, and two other railroad towns are Kirkland and Carey. The City of Childress had a population in 1900 of 682 and of 3,318 in 1910, so that more than a third of the population of the county was concentrated in the principal

town. It is a division point on the Fort Worth & Denver City, and the shops and other railway activities constitute the largest single item in the city's resources. A short time before the organization of the county and the building of the railroad in 1887 a small town had been founded under the name Childress, about four miles west of the present city. A rival town sprang up on the present site of Childress, under the name Henry, and the latter place was favored by the railroad which was then being built into the county as the proposed location for its station, switch, etc. Between the two little towns the usual county seat rivalry sprang up, but the Town of Henry took advantage of the decision of the board of county commissioners of Donley County, to which Childress County had been attached, that the election of 1887 was not legal, and in order to effect an amicable compromise all parties agreed to hold another election, which was done in September, 1887, and resulted in the county seat being located at Henry. The name of Childress, however, was adopted for the new county seat town, the courthouse and the few buildings being moved to the new location, while the old Town of Childress dropped out of existence and off the map.

In those portions of Childress County at some distance from the railway are many large pastures and ranches and the stock industry is still one of great importance. Ranchmen, with a few exceptions, cultivate a large acreage in feed stuffs and also make large purchases of farmers during the winter months. In the vicinity of railroad towns farmers occupy the land and cultivate a large acreage in the staple Panhandle crops. Among other resources of Childress County are large deposits of gypsum and brick clay. In 1910 Childress County had 961 farms, as compared with 262 in 1900. The total area of the county is 469,120 acres, of which 300,570 acres were included in farms, and about 110,000 acres were classified as "improved land," as compared with about 28,000 acres in 1900. The number of live stock in 1910 was: Cattle, 12,866; horses and mules, about 6,000, and poultry, 36,725. In 1909, 45,014 acres were planted in cotton, which is the leading crop of the county; 12,108 acres in corn, 8,269 acres in kafir corn and milo maize; 8,262 acres in hay and forage crops; a small acreage in oats and wheat; about 400 acres in potatoes, sweet potatoes and other vegetables; while about 6,400 fruit trees were enumerated. The valuation of property in the county in 1903 was \$1,992,707; and the progress of the subsequent ten years is indicated by the assessed valuation for 1913 as \$5,275,765.

HALL COUNTY

The first Panhandle railroad, the Fort Worth & Denver City, completed in 1888, crossed the northeast corner of Hall County, and inaugurated an era of town building and agricultural development in a section which had for a dozen years been preeminently the home of the stockmen. At the census of 1880 Hall County had a population of only 36. By 1890 the inhabitants numbered 703, and in spite of the hard conditions which prevailed here as elsewhere during the '90s the population by 1900 was 1,670. Since the beginning of the present century Hall County has become well settled, and in 1910 the census enumerated 8,279 people residing within its boundaries. The county seat is Memphis,

one of the flourishing towns of the Panhandle, with a population in 1910 of 1,936. Two other railroad towns are Newlin and Estelline, while several other postoffices and store centers are found in the back districts of the county. At the present time there is under construction across the northern half of the county the Altus, Roswell & El Paso Railroad.

Hall County was created in 1876, and was organized June 23, 1890. While the early agricultural settlers in this and other sections of the Panhandle fell short of success because they depended upon methods long in vogue in older states, the modern farmers of the present century have conformed to local conditions, and in consequence Hall County produces an important share of the splendid aggregate of crops raised in the Panhandle. In 1900 there were only 219 farms and ranches in the county, but by 1910 this number had increased to 1,028. The total area of the county is 576,640 acres, of which 458,250 acres were reported in farms at the last census. In 1900 about 25,000 acres were in cultivation, and by 1910 about 117,000 acres were "improved land." Cotton is still the leading money crop, but diversified farming is increasing, and the growing of the Panhandle staples, including alfalfa along the bottoms of the Red River Valley, and also horticulture are receiving greater attention every year. In 1909, 51,649 acres were planted in cotton; 14,317 acres in hay and forage crops, including about 200 acres in alfalfa, 11,649 acres in kafir corn and milo maize, and 10,850 acres in corn. About 16,000 orchard fruit trees were enumerated and most of the home owners raised fruit and vegetables. The last census reported 28,227 cattle; about 6,400 horses and mules; 4,716 hogs, and 39,224 poultry. In 1903 the valuation of property in the county was \$1,838,331; by 1913 the valuation was \$5,982,217.

BRISCOE COUNTY

Briscoe County, created in 1876 and organized March 15, 1892, lies on the southern border of the Panhandle and is one of the few counties in that section of the state not yet penetrated by railways. The Altus, Roswell & El Paso Railroad has for several years been under construction and some miles have been graded in Briscoe County, but that line is not yet in operation. The chief town and county seat is Silverton, which had a population of 250 in 1900 and 700 in 1910. Another town is Quitaque.

Topographically the county is divided in two distinct areas, and the development of the natural resources is closely dependent upon this physiography. The southwestern and central portions are on the staked plains, without running streams and without hills, though the surface is gently undulating. The edge of the plains is an irregular and precipitous bluff from four hundred to eight hundred feet in height. Most of the county not on the plains is in Palo Duro Canyon. The country below the plains and outside of the canyons is undulating prairie. A large portion of the plains is underlaid by the shallow water supply of Northwest Texas, and while irrigation has been limited chiefly to small gardens and orchards, it will undoubtedly be an important factor in the near future.

At the census of 1880 twelve inhabitants were credited to Briscoe County, but no separate enumeration was made in the county in 1890.

In 1900 the population was 1,253; and in 1910, 2,162. In 1903 the value of property in the county was \$1,146,656; in 1913, \$2,581,837.

A few years ago the county was divided among large pastures, and the one outfit controlled several hundred sections of land. Stock raising has naturally been the chief industry for nearly forty years. The development of the water resources, together with improved methods of cultivation, is making diversified farming an important and interesting feature. Practically 95 per cent of the county is tillable. For many years the ranchers have had small orchards of apples, peaches and other fruits, and these have demonstrated that both soil and climate are adapted to horticulture. The total area of the county is 577,920 acres, of which 480,078 acres were included in farms in 1910. At that date there were 307 farms and ranches, as compared with 170 in 1900. The amount of "improved land" increased from 9,434 acres in 1900 to about 92,000 acres in 1910. Statistics on live stock and crops prepared by the last census are as follows: Cattle, 31,092; horses and mules, about 4,000; hogs, 2,247; hay and forage crops, 11,022 acres; cotton,



POTTER COUNTY COURTHOUSE, AMARILLO

3,413 acres; kafir corn and milo maize, 3,401 acres; corn, 2,249 acres; oats, 1,912 acres; wheat, 1,140 acres; and about 18,000 orchard fruit trees. These statistics indicate a greater diversification in farming methods than prevails in many of the older eastern counties of the state.

SWISHER COUNTY

Swisher County was organized July 17, 1890. At the census of 1880 only four persons were found residing within its limits, and by 1890 the population was only 100. In 1900 the census reported a population of 1,227; and in 1910, 4,012. Development has been greatly promoted since the Pecos & Northern Branch of the Santa Fe was built from Canyon City south through Swisher County to Plainview in Hale County in 1907. Up to that time there was little incentive to farming, though most of the ranchers began some ten or fifteen years ago to cultivate a portion of their holdings in the forage crops particularly suitable to the

Panhandle, and also to some extent employed windmills to pump water from the abundant underground supply for irrigating their truck patches. While irrigation is still limited, dry farming has accomplished a great deal, and in certain sections, especially in the Valley of Tulia Creek, on the sub-irrigated land, the growing of alfalfa and other crops has proved exceedingly profitable. Along the railroad and within convenient distance of railroad towns there is a rapid increase noted in the amount of land cultivated, but in other sections the grazing of cattle is the chief occupation. When the county was organized the seat of government was located at Tulia, exactly in the center of the county. Before the railroad arrived it was a village of three or four stores, bank, church and other interests, and by 1910 had a population of 1,216. Two other towns along the railroad are Kress and Happy.

In 1903 the valuation of property, as indicated by assessment returns, was \$1,000,001; in 1913, \$4,733,747. The resources of the county and the progress of ten years are shown in some figures from the last census report. At that time there were 510 farms in the county, as compared with 186 in 1900. Of a total area of 574,720 acres, 298,117 acres were included in farms, while 113,000 acres were classified as "improved land," as compared with about 16,000 acres in 1900. The number of cattle was 12,517; horses and mules, about 4,500; hogs, 3,511; and poultry, 21,751. The largest crop was hay and forage, including about 250 acres in alfalfa, the total acreage for 1909 being 22,477; in kafir corn and milo maize, 10,859 acres were planted; in wheat, 4,240 acres; in oats, 2,414 acres; in corn, 2,644 acres. Considerable attention is paid to horticulture, and the census reported about 21,000 orchard fruit trees, over 2,000 grape vines and other fruits.

CASTRO COUNTY

The census of 1890 credited Castro County with only nine inhabitants, but settlers came in in sufficient numbers during the following months to justify the organization of a county government on December 23, 1891. By 1900, after a partial exodus of the original population owing to the stringency of the preceding decade, there were 400 inhabitants; since then progress has been on a more substantial basis, and by 1910 the population of the county was 1,850. Early in the present century a considerable colony of German people began settling in Castro County, chiefly in the eastern portions around the little Village of Nazareth. The county seat is Dimmit, and the only railway station is in the extreme northwest corner at Summerfield. The branch of the Pecos & Northern Texas from Amarillo to the New Mexico boundary was built during the year 1898, and furnishes Castro County with its most convenient shipping facilities.

Ten years ago practically a fourth of the entire county was included within the great ranches operated under corporation or syndicate control, while the rest of the land was parceled into smaller ranch holdings. A number of the conspicuous Panhandle cattlemen have at various times operated in Castro County, and most of the farming has been conducted as an adjunct to the live stock industry, consisting chiefly in the raising of forage crops. The rolling surface of the county contains many dry lakes, and an abundant supply of underground water is found at convenient depth. The possibilities of irrigation are realized,

In 1910 there were 327 farms as compared with 76 at the preceding census. The total area of the county is 573,440 acres, of which 289,168 acres were included in farms in 1910, with about 71,000 acres as "improved land," against about 12,000 acres so classified in 1900. The live stock in 1910 comprised 8,211 cattle; about 3,200 horses and mules; 21,358 hogs; and 3,406 sheep. In hay and forage crops, 21,027 acres were planted in 1909; in kafir corn and milo maize, 4,188 acres; in wheat, 2,382 acres; in corn, 1,034 acres; and in oats, 574 acres. About 15,000 orchard fruit trees were enumerated, and about 3,000 grape vines. In 1903 Castro County had an assessed valuation of \$864,157; and in 1913, \$3,289,433.

PARMER COUNTY

All of Parmer County was included in the princely domain of the Capitol Syndicate Ranch, comprising 3,000,000 acres of land granted by the state in the early '80s as payment for the erection of the splendid statehouse at Austin. This ranch also included one-eighth of the area of Bailey County, and half of Lamb County. Only in recent years has there been a gradual breaking up of this vast tract, and its corporate ownership and management furnishes an obvious explanation for the late development of Parmer County as compared with other neighboring sections of the great Panhandle District. The Pecos & Northern Texas Railway, a branch of the Santa Fe, was constructed across the county from northeast to southwest during the year 1898. In other counties the advent of the railroad has been accompanied by an immediate influx of settlers and a rapid development of agricultural resources. However, Parmer County which in 1890 was credited with a population of only 70, in 1900 had only 34 inhabitants enumerated by the census, and only within the present century has there come any considerable number of settlers. Population in 1910 was 1,555. Under such conditions no county government was instituted until 1907, and except as a great cattle range Parmer County has been unimproved until within the last seven or eight years.

The surface of the county is a level plain and absolutely treeless except where settlers have planted small groves of fruit and other varieties. In 1900 one corporation owned all the land, so that only one farm was enumerated. By 1910 the number of farms was 161. Along the railway the cattle syndicate established several railway stations, at Black, Friona, Parmerton, Bovina, which has enjoyed distinction as being one of the largest cattle shipping stations in the state, and at Farwell, just across the state line from Texico, and established as the county seat at the organization of the county.

The assessed valuation of property in Parmer County in 1912 was \$4,792,839. The total area of the county is 577,280 acres, of which the last census reported 116,083 as included in farms, and about 38,000 acres as "improved land," compared with only 350 acres in cultivation in 1900. The census enumerated 2,904 cattle, about 950 horses and mules; and 8,716 sheep. The crops in 1909 were kafir corn and milo maize, 4,907 acres; hay and forage crops, 7,230 acres; wheat, 1,948 acres; and corn, 232 acres.

COLLINGSWORTH COUNTY

Though this county was part of the tributary country to the Fort Worth & Denver City Railway, which was built close to the southwestern corner in 1888, its development as an agricultural section was retarded until recent years chiefly owing to the fact that the control of the lands was vested in a few individuals or corporations. Ten years ago over two hundred sections were vested in one ownership, and there were other large tracts held for grazing purposes only. The process of subdividing the lands began about the present century, and since then about 25 per cent of the lands has been brought into cultivation.

Collingsworth County was created in 1876 and organized September 30, 1890. Its population in 1880 was only 6, and 357 in 1890. In 1900 the census reported 1,233 inhabitants, and 5,224 in 1910. For railroad facilities the county depended upon the Fort Worth & Denver City on one side and the Rock Island Line on the north until about 1911, when the Wichita Valley & Northwestern was completed from Altus, Oklahoma, to Wellington, the present terminus. Wellington, the county seat, had a population in 1910 of 576. There are several rural villages, including Aberdeen, Plymouth, Rolla, Clifford and others.

In 1903 the valuation of property in the county was \$1,427,272; in 1913, \$3,898,642. The total area comprises 574,720 acres, of which 412,845 acres were included in farms in 1910. The number of farms in that year were 806, as compared with 218 at the preceding census. The amount of "improved land" in 1910 was about 105,000 acres, and about 21,000 acres in 1900. In recent years Collingsworth has attained a well diversified condition of crop farming and general agriculture. Cotton has been grown in the county for more than twenty years, but the most important crops have been those that would supply feedstuffs for the live stock raised on the farms and ranches. In 1910 the county had 24,677 cattle; about 6,000 horses and mules; 9,914 hogs; and 31,497 poultry. The largest acreage in 1909 was planted in corn, 26,078; in cotton, 17,499; in hay and forage crops, 11,227; in kafir corn and milo maize, 3,003; in oats, 646; in wheat, 390. Much attention has been given to fruit growing among the individual farmers and ranchers, and the last census reported about 22,000 orchard fruit trees, and a number of small vineyards.

ARMSTRONG COUNTY

The Palo Duro Canyon in Armstrong County is one of the most picturesque features of Texas physiography, and it has often been proposed that the Government should set it aside as a national park. It was in this locality that Col. Charles Goodnight established the pioneer Panhandle Ranch in 1876, and even in recent years Armstrong has claimed the distinction of marketing more cattle, hogs and sorghum seed than any other county in the Panhandle. For many years the cattle industry has been the chief resource, and the county contains many large ranches, one of them, comprising about a fifth of the area, being one of the largest in extent in all Northwest Texas. Of late years stockmen have devoted a great deal of attention to the improvement of breeds, and as a result the ranches are stocked with splendid specimens of Herefords, Polled Angus and other breeds of beef animals.

Live-stock farming is taking the place of ranching in many sections, particularly in the northern and eastern portion in the vicinity of the Fort Worth & Denver Railroad. At Goodnight is found one of the few herds of buffalo in the United States. Colonel Goodnight has succeeded in domesticating the buffalo and cares for a large number on his place. His ranch has gained fame as the home of the "catalo," an animal produced by a crossing of the native buffalo with Polled Angus cattle. It is said to be a splendid beef animal, capable of withstanding a severe climate and of existing on short forage if necessary. In the last ten or fifteen years nearly a fifth of Armstrong County has been brought under cultivation, and the farmers and stockmen produce large quantities of the Panhandle forage crops, corn, oats, wheat and also considerable fruit.

Armstrong County was created in 1876 and was organized March 8, 1890. In 1880 its population was 31; in 1890, 944; in 1900, 1,205; and in 1910, 2,682. In 1888 the Fort Worth & Denver City Railway was completed across the north half of the county, and one of the first stations established was Claude, which was given the honor of the county seat. By 1890 a prosperous little village has grown up on a site where eighteen months before not a house was to be seen, and at the last census it was a town of 692 in population. In 1887 the Southern Kansas Division of the Santa Fe Railroad was graded across the Panhandle as far as Panhandle City, and that road soon afterwards found entrance to Amarillo by extending a branch to Washburn in Armstrong County, and thence using the tracks of the Fort Worth & Denver Road to Amarillo. In recent years the Santa Fe tracks from Panhandle to Washburn have been abandoned, so that Armstrong County has now only one railroad line.

In 1903 the valuation of property in the county was \$1,671,431; in 1913, \$4,558,141. The last census enumerated 34,757 cattle; about 5,200 horses and mules; 3,441 hogs; 1,381 sheep; and 21,609 poultry. The total area of the county is 577,920 acres. At the last census about 117,000 acres were "improved land," as compared with about 22,000 acres in 1900. There were 172 farms or ranches in the county in 1900, and 387 in 1910. The acreage devoted to the principal crops in 1909 was: Kafir corn and milo maize, 11,245; hay and forage crops, 22,311; oats, 10,725; corn, 3,453; wheat, 3,112; and about 15,000 orchard fruit trees were enumerated.

RANDALL COUNTY

Located on the northern edge of the staked plains region, and just south of the Panhandle metropolis, Amarillo, Randall County's territory was opened to settlement with the building of the Fort Worth & Denver City Railroad in 1888. Its area is level except where broken by the Palo Duro Canyon and the Tierra Blanco Canyon, and its most dependable water supply is obtained from underground. Formerly the live stock industry took precedence over all others in this county. Many large ranches are still conducted, but during the last ten or fifteen years homeseekers have placed a large acreage under cultivation.

The population of the county in 1880 was only 3; by 1890 there were 187 inhabitants; in 1900 the population was 963; and in 1910, 3,312.

A considerable number of Germans and other European people have found homes in this county. The chief town is the county seat, Canyon City, which in 1910 had a population of 1,400, nearly half the entire population of the county. In 1910 the West Texas Normal was established by the state at Canyon City, and that was the first state institution given to the Panhandle country.

Randall County was organized July 27, 1889. The chief impetus to its development was given in the construction of the Pecos & Northern Texas Railway from Amarillo southwesterly to the New Mexico line, constructed in the year 1898. The substantial growth of Canyon City dates from the coming of that railway, and several other stations have been established along the line. In 1907 a branch of the Pecos & Northern Texas was completed from Canyon City south to Plainview. These two roads, with the Fort Worth & Denver City close to the northern boundary, give Randall County unusual railway facilities.

The total area of the county is 599,680 acres, of which 278,484 acres were included in farms in 1910. The amount of "improved land" in 1910 was about 94,000 acres, as compared with only 8,000 acres in 1900. There were 363 farms in 1910 and 96 in 1900. The last census reported 10,864 cattle; about 3,600 horses and mules; 3,843 hogs; and 20,615 poultry. The staple crops are the forage plants utilized chiefly in connection with live-stock farming. In 1909, 28,682 acres were planted in hay and forage crops; 6,617 acres in kafir corn and milo maize; 5,212 acres in wheat; 1,307 acres in oats; a small acreage in corn and other cereals, and about 7,000 orchard fruit trees were enumerated. The assessed valuation in 1903 was \$1,678,184; in 1913, \$4,617,764.

DEAF SMITH COUNTY

A portion of the vast holdings of the Capitol Syndicate Ranch were located in Deaf Smith County, and for many years almost the entire area of 991,360 acres were included in great ranches, and the grazing of cattle is still almost the only vocation except along the line of railways.

Deaf Smith County was organized October 3, 1890, and the first county seat was at LaPlata, a village no longer in existence. When the Pecos & Northern Texas Railroad from Amarillo was completed through the county towards the close of 1898, a station was established at a point called Hereford, and a few houses soon marked the site. This location was voted the county seat, and it has since been the metropolis of the county. In 1910 it had a population of 1,750. Hereford has for a number of years been one of the chief shipping points for cattle in Northwest Texas, and besides its varied commercial enterprise is also a school town. Through the efforts of local citizens Prof. Randolph Clark, one of the founders of the noted Add-Ran College at Thorp Springs, which became the nucleus for the Texas Christian University, was induced to interest himself in the founding of a new college in the Northwest, and as a result in 1902 the Panhandle Christian College was founded at Hereford. Other towns along the Pecos & Northern Texas are Dowell and Dawn, and there are one or two stations in the northwestern corner of the county along the line of the Rock Island Road, which was built about 1910.

In 1880 Deaf Smith County had a population of 38; in 1890, 179; in 1900, 843; and in 1910, 3,942. The valuation of property in 1903 was \$1,630,092; in 1913, \$5,992,272.

Like many other sections of the Panhandle, Deaf Smith County is underlaid by an abundant supply of water, reached at a depth of from 40 to 150 feet. This supply has been drawn upon for many years for stock and domestic purposes, and more recently considerable enterprise has been manifested in irrigating crops from the same source. In 1913 more than four thousand acres were irrigated. As compared with the total area only a small portion of Deaf Smith County has been brought in cultivation. In 1910, 273,456 acres, less than a third of the total area, was included in farms or ranches, and about 86,000 acres were classified as "improved land," as compared with about 11,000 acres in 1900. There were 97 farms and ranches in 1900, and 361 in 1910. The last census reported 12,944 cattle; about 3,500 horses and mules; and 33,283 sheep. The chief crops in 1909 were: Hay and forage crops, 18,892 acres; wheat, 7,973 acres; oats, 1,934 acres; kafir corn and milo maize, 1,495 acres; and corn, 126 acres.

WHEELER COUNTY

The oldest organized county in the entire Panhandle, Wheeler has had rather more than its proper share of the vicissitudes of growth and progress, and only in recent years has begun to develop on a substantial basis. The figures of population would indicate one phase of its history. In 1880 there were 512 inhabitants, probably more than all other Panhandle counties combined. By 1890 the population was 778, and then followed a decline so that only 636 inhabitants were found in 1900. Since then a new era has been inaugurated, and in 1910 the population of the county was 5,258.

As elsewhere noted, the pioneer stockmen began operations in the Panhandle about 1876. A year or so later Fort Elliott was established as a military garrison in Donley County, and in that general vicinity a number of stockmen established their headquarters. One of the results of this settlement in the Panhandle was the organization in 1879 of Wheeler County, the parent county of all the Panhandle counties. The organization was effected by the Commissioners Court of Clay County, to which all the Panhandle counties had up to that time been attached. Then Donley and Oldham counties were organized by the Commissioners Court of Wheeler County, and soon the Thirty-first Judicial District was formed, its court being the only one in the Panhandle for a long time and its seat being at Mobeetie, which is a town with many pioneer associations, and practically all the old-time lawyers practicing in Northwest Texas, and many of the cattlemen and merchants have many recollections of that old court town. Wheeler County was the nucleus of settlement in the Panhandle until the railroad came. After the Fort Worth & Denver City began building from Fort Worth, it was expected that the line would pass through Wheeler County, and a considerable impetus to building was given to Mobeetie. When the railroad did reach the Panhandle in 1888, its line was many miles south of old Mobeetie, and no railroad penetrated Wheeler County until 1903,

when the Choctaw, Rock Island & Gulf, now a division of the Rock Island System, was completed along the southern border to Amarillo. About four or five years ago the county seat was changed from the historic Town of Mobeetie to Wheeler, a village more centrally located.

A statistical report on the county in 1882 estimated that about one thousand acres were in cultivation, while stock raising was the almost exclusive pursuit of the inhabitants, and the assessment rolls for that year indicated about sixty-five thousand cattle in the county. The same report said: "Mobeetie, the county seat, has about 200 inhabitants, a good free school and a number of general merchandise stores. Religious conveniences are meager, and the population is as yet so scattered that free schools have not been thoroughly organized." Wheeler County in 1882 had an aggregate of taxable property valued at \$764,838, over two-thirds of which was represented by live stock; the valuation in 1903 was \$1,302,120; in 1913, \$3,811,538. The principal shipping points in the county are Shamrock, Benonine and Ramsdell.

The rather rapid development of the county in recent years is indicated in the increase of "improved land," as designated by the United States census, from about 12,000 acres in 1900 to about 169,000 acres in 1910. In 1900 there were 119 farms, and in 1910, 736. The total area of the county is 572,800 acres, of which 458,080 acres were reported in farms or ranches in 1910. The census also enumerated 31,246 cattle; 5,600 horses and mules; 9,661 hogs; and 29,766 poultry. The county is well watered, with both a surface and underground supply, and there are splendid possibilities for agricultural development which, up to the present time, has only fairly begun. In 1909 acreage in the principal crops was as follows: Corn, 43,198; hay and forage crops, 10,638, including about 950 acres in alfalfa; kafir corn and milo maize, 4,777; cotton, 3,590; wheat, 1,631; also a limited acreage in oats, about 550 acres in potatoes, sweet potatoes and other vegetables, while considerable progress has been made in horticulture; about 19,000 orchard fruit trees have been enumerated, besides a number of vineyards and small fruits.

GRAY COUNTY

This was one of the last of the Panhandle counties to be organized, a county government being instituted in 1902. The population of the county in 1880 was 56; in 1890, 203; in 1900, 480; and in 1910, 3,405. The Kansas Southern Division of the Santa Fe Railroad was constructed across the northwest corner of the county during the latter '80s, and in 1903 the Rock Island Line was built along the southern border of the county. The county seat is Lefors, in the center of the county, while important railroad towns are Pampa, Alan Reed and McLean. The last ten or fifteen years has witnessed the introduction of the same changes in this section as in other parts of the Panhandle. In the southern portion of the county a considerable acreage of sub-irrigated land has been made to produce alfalfa, wheat and other grain and forage crops, and gradually the live stock industry has become secondary to diversified farming along the railroads.

In 1903 the assessed valuation of property in the county was \$1,244,790; in 1913, \$3,564,083. Agricultural progress is reflected in the

increase of "improved land" from about 9,000 acres in 1900 to about 92,000 acres in 1910, and an increase in the number of farms from 88 in 1900 to 433 in 1910. The total area of the county is 575,360 acres, of which 359,329 acres were occupied in farms or ranches in 1910. The last census reported 21,308 cattle; about 3,900 horses and mules; and 5,392 hogs. The amount of land in the principal crops in 1909 was: Corn, 16,419 acres; hay and forage crops, 16,472 acres; wheat, 13,681 acres; kafir corn and milo maize, 6,310 acres; oats, 2,058 acres. Considerable interest is being manifested in horticulture, and the last census reported about 12,000 orchard fruit trees and a number of small vineyards and other fruits.

CARSON COUNTY

The general topographical features of the Panhandle region pertain to Carson County, its undulating prairies are almost devoid of timber, and in the absence of flowing streams it has an underground supply of water found at a depth of about three hundred feet. Largely due to the ownership of the land by large cattle companies, its agricultural progress has been less noteworthy than in other counties of the Panhandle, and there are as yet few towns and a population less than the average of counties in the Northwest.

In 1890 the population of the county was 356; in 1900, 469; and in 1910, 2,127. The Town of Panhandle at the last census had 521 inhabitants. In 1887 Panhandle City was fixed as the terminus of the Kansas Southern Division of the Santa Fe, then in course of construction. For some years the town was one of the most important in the entire Panhandle, and the first banking institution in all that region was established there about 1887. In 1888 the Fort Worth & Denver City Railroad was built, touching the southwest corner of Carson County, into Amarillo, and a little later the Santa Fe found entrance to Amarillo by extending its line south to Washburn, and subsequently being built direct to Amarillo. By 1900 Panhandle's importance was greatly overshadowed by Amarillo. In 1903 a portion of the Rock Island Line was constructed across the southern border of the county. Along the latter road are two towns, **Conway and Groom.**

Carson County was organized June 26, 1888. In 1903 the assessed valuation of property in the county was \$1,599,805; and in 1913, \$3,858,933. The progress of agriculture since the beginning of the present century is indicated by the increase of what the census denominates "improved land" from less than 5,000 acres in 1900 to about 86,000 acres in 1910. In the same time the number of farms increased from 57 to 284. The total area of the county is 571,520 acres, of which 468,375 acres were included in farms at the last census. The census in 1910 reported 22,587 cattle, and about 3,500 horses and mules. The acreage planted to hay and forage crops in 1909 was 14,248; in kafir corn and milo maize, 6,948; in oats, 6,910; in wheat, 6,025; and in corn, 1,472. Up to 1910 the county had made less progress in horticulture than other adjacent counties in the same district.

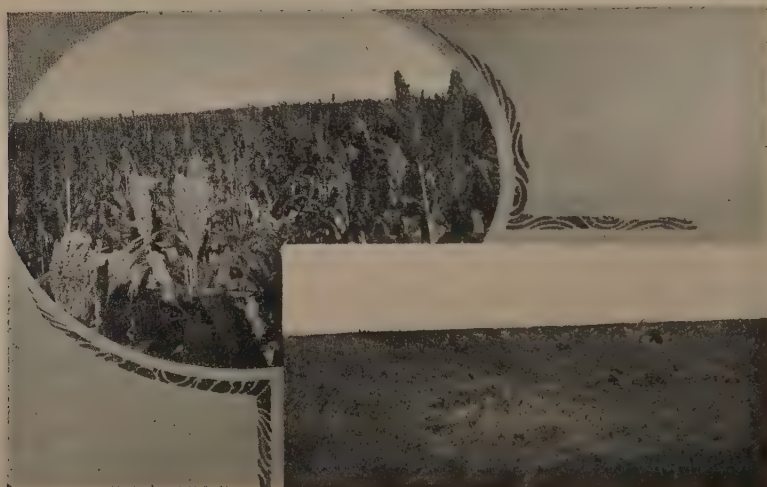
POTTER COUNTY

The chief city and business metropolis of the Panhandle is Amarillo, the county seat of Potter County. The Fort Worth & Denver City Railway was completed across the Panhandle in 1888, with a station at Amarillo. During 1887 the Kansas Southern Division of the Santa Fe had been built into the Panhandle from another direction, with its temporary terminus at Panhandle City, some miles northeast of Amarillo. A little later this road was extended to Amarillo, and in 1898 on to the southwest. In 1903 the Rock Island crossed the eastern boundary of the Panhandle and gave a third railroad line to Amarillo, and in 1910 was continued on to the New Mexico boundary. These railroads, which have been such prominent factors in the development of all the Panhandle country, have been of especial benefit to the development of Amarillo, giving that city a location on several transcontinental lines and making practically all the Panhandle country tributary to this distributing and market point.

Until the coming of the first railroad, the Panhandle cattlemen had hauled all their supplies from Trinidad in Colorado or from Colorado City on the Texas & Pacific Railway. Close settled communities were impossible under such conditions, with the source of necessary supplies several hundred miles away; but with modern transportation population came into the Panhandle in sufficient numbers to found towns and organize communities, to establish schools and churches, and provide all the facilities which are common in a well-settled country. Another factor, not previously noted, which was important in favoring the settlement of the Panhandle, was the land law which went into effect in July, 1887. Although the people complained of the delay in the classification of the land and what they considered the arbitrary powers given to the land commissioners, no serious troubles arose that time could not adjust. The homeseekers that came in with the railroad found they could obtain school and state lands on liberal terms—forty years' time and 5 per cent interest. A large proportion of the settlers in Northwest Texas during the '80s possessed insufficient money to establish permanent homes and carry on successfully farming in a new and dry country. In consequence when the dry years and the financial stringency of the '90s followed, there was a general exodus from the Panhandle, and only a nucleus of the pioneer stock remained to reap the rewards of later development. Since that time the limitations as well as the possibilities of the Panhandle have been realized. Instead of subjecting the country to the sort of farming pursued in the well-watered regions of the state, agriculture has been conformed to suit the country, crops adapted to the soil and climate, and settlers have sought to understand the real nature of the country they have chosen as home. Thus during the past ten or fifteen years the immigration has been of a better class than the Kansas and Oklahoma boomers of the '80s and '90s. The landseekers of that time were largely a drifting population, without the anchor of property or provident industry, and a single crop failure or any difficulty caused them to pull away from their temporary moorings and drift, oftentimes in a starving condition, back to the more settled communities from which they had come. It has been well said that the first

wave of population in a new country is speculative, and therefore less stable than those that succeed. Evidence of this is found in the fact that in spite of the dry conditions that have prevailed in Northwest Texas for several years, the country as a whole has made progress, has increased in population and wealth, and there has been nothing resembling the general exodus which occurred during the '90s.

Outside of Amarillo and its suburban territory, Potter County has had the same general characteristics of development as other adjacent counties. The northern part of the county is traversed by the Canadian River, and most of the area has been occupied by large ranches, though recent years have witnessed the breaking up into small farms of many big holdings. Fully three-fourths of the entire population of the county is concentrated in Amarillo. Population of the county in 1880 was only 28; in 1890, 849; in 1900, 1,820; and in 1910, 12,424. The valuation of property in the county in 1903 was \$1,615,559; and in 1913, \$12,577,135. The report of the last census shows an increase in number



PANHANDLE KAFFIR CORN—PANHANDLE WHEAT FIELD

of farms from 79 in 1900 to 162 in 1910, and from about 7,400 acres of "improved land" in the former year to about 29,000 acres in 1910. The total area of the county is 597,760 acres, with 516,502 acres included in farms or ranches in 1910. The live stock reported at the last census comprised 28,835 cattle; about 2,000 horses and mules; and 1,618 hogs. In 1909 the chief crops of Potter County were: Hay and forage crops, 7,009 acres; oats, 1,733 acres; wheat, 1,789 acres; corn, 500 acres; and kafir corn and milo maize, 410 acres.

Amarillo for a number of years has been one of the most progressive small cities in Texas. Its importance as a railroad center has already been noted, and as a distributing point its wholesale and retail merchants control the trade of practically the entire Panhandle. The increase in population during the last twenty years has been: In 1890, 482; in 1900, 1,442; and in 1910, 9,957. The city now claims about 15,000. Amarillo has a commission form of government, has several miles of paved streets, has the modern public utilities of gas, electric

light, and waterworks, and since 1908 has had street car service. The largest item in the city's prosperity is its railroads, and as a division point on the three principal lines the different railway companies contribute about a million dollars in salaries and wages to the local population. The Amarillo stock yards and the recently established Panhandle Packing Company's Plant have added to the prestige of Amarillo as a center for the great live stock industry of the Panhandle, and the city is also a growing grain center. The wholesale and jobbing interests located at Amarillo, and representing agricultural implement houses, the great packing and food products corporations, and many other lines of manufacture, supply the trade of practically the entire Panhandle and also portions of adjoining states. Amarillo is also the seat of State and Federal District courts, of the annual Panhandle State Fair, is headquarters for the Panhandle & Southwestern Stockmen's Association, has a branch of the United States Weather Bureau Service, has one of the eleven first-class postoffices of the state, has banks with resources of over three million dollars, has more than a quarter million of dollars invested in public school property and is also the seat of two or three preparatory schools, and has a growing fame as a health resort, owing to its high altitude and absence of extremes in temperature.

The early history of Amarillo has as its central figure a prominent Texas business, and cattle man, Henry B. Sanborn. Mr. Sanborn was at one time associated with the inventor of barbed wire, and had the distinction of introducing that fencing material, against the prejudices of stockmen, into Texas, where it is now almost the sole form of fencing over the entire western section of the state. Early in the '80s Mr. Sanborn bought a large tract of more than a hundred thousand acres in Potter and Randall counties, and in 1882 enclosed the area with a wire fence of four strands. That was one of the first fenced pastures of any size in the Panhandle. After the construction of the Fort Worth & Denver City Railway, passing through the Sanborn Ranch, the townsite of Amarillo was laid out on the east side of the Sanborn property. The first location was about a mile west of where the town now stands. The county voted about thirty thousand dollars to build a courthouse, and in a short time about a thousand people had located in that vicinity. Mr. Sanborn, in spite of the courthouse, was not satisfied with the location of Amarillo, and exhibited a remarkable degree of enterprise in establishing the town on his own land and at a site he deemed more eligible. According to the Texas laws the county seat, once located, could not be changed for five years. Unable to secure the immediate removal of the courthouse, Mr. Sanborn proceeded to appropriate practically all the rest of the town, first building an expensive hotel on his site, putting up houses, laying out streets, introducing many improvements, and employing every legitimate means to influence the merchants and the residents of old Amarillo to come to his place. Gradually the old town became deserted except for the courthouse, and even the county officers lived in the new town and walked a mile each day to attend to their official duties. After the expiration of the five-year period the courthouse too was moved to Mr. Sanborn's site, and thus ended one of the most interesting town site wars in the state.

OLDHAM COUNTY

About three-fourths of the entire area of Oldham County was set aside and granted as a portion of the 3,000,000 acres given to the syndicate of capitalists who furnished the money for the building of the state capitol at Austin. As late as ten years ago it was stated that three-fifths of the county was held in immense pastures, and the process of breaking up the large ranch holdings into farms has gone forward more slowly in Oldham County than in many other sections of Northwest Texas. For this reason largely, the county, though in area one of the largest, has a very meager population, farming is practiced in only a limited way, and the agricultural settler has made less inroad against the ranchers than in other parts of the Panhandle. On account of these general conditions, the amount of "improved land" at the last census was only about 12,600 acres, and in 1900 the census reported about 11,500 acres of such land. The number of farms increased from 23 to 87 between 1900 and 1910. The total area of the county is 987,520 acres, of which 513,855 acres were occupied in farms and ranches in 1910. As a stock range Oldham County has furnished immense numbers of cattle and other live stock to the Texas aggregate. More than thirty years ago the number of cattle was reported at about 33,000 and about 25,000 sheep. The last census enumerated 24,926 cattle and about 1,500 horses and mules. The limited acreage in crops is indicated by the report for 1909, showing 2,709 acres in hay and forage crops, 1,401 acres in wheat, and 693 acres in kafir corn and milo maize. In 1882 the assessed value of taxable property in the county was \$443,875, of which more than three-fourths was represented by live stock; in 1903 the property valuation was \$900,247; and in 1913, \$3,616,758, indicating that the greatest progress economically has been made within the last ten years.

Oldham had one of the first county organizations in the Panhandle, a local government having been organized with Tascosa as the county seat, in December, 1880. The population of the county at the Federal census of that year was 287, and at the election in the fall of the same year 187 votes were polled, which indicates that practically all the residents were males and of voting age and other qualifications. At the census of 1890 the county had a population of 270, a decrease; in 1900, 349; and in 1910, 812. After the construction of the Fort Worth & Denver City Railway across the northeast corner of the county in 1888, a railway station was established called Tascosa, but was several miles from the county seat Town of Tascosa, which was on the north side of the Canadian River. During the present century the Rock Island Railroad was constructed across the south border of the county. There are several other towns besides the county seat, including Adrian, Vega and Wildorado.

During the years before the railroad came Tascosa was one of the most notorious towns in Texas, a supply point for the various cattle outfits operating in the Panhandle, and a center for periodical revelry and dissipation for the cowboys. Nearby was an important adjunct of the town, known locally as "Boot Hill," where those who met sudden and violent death on the street and in the saloons of Tascosa were

hastily consigned to their graves. Among all the old-timers who followed the trail across the Panhandle during the '70s and '80s, Tascosa has associations such as to classify it with such larger and more notorious cattle towns as Fort Dodge, Abilene and Fort Worth.

HEMPHILL COUNTY

The settlement which followed the construction of the Southern Kansas Railway across the Panhandle in 1887 was the chief factor in the organization of a county government in Hemphill County, one of the earlier Panhandle counties to support a local government. The county officials were first elected in July, 1887, and the county seat town was established at Canadian, on the new railway and close to the Canadian River. As one of the oldest towns in the Panhandle, Canadian City has continued to grow, and is now one of the most prosperous small cities of Northwest Texas, having a population at the last census of 1,648, more than half the population of the entire county being concentrated in that town. Along the railway are three other smaller towns, Isaacs, Mendota and Glacier.

Though an organized county for more than twenty-five years, much the greater part of Hemphill County was held in large ranches, and it is said that the first single section of land was sold in 1902. There are long stretches of level land, suitable for grazing, and also a portion of the area is undulating hills and considerable bottom land along the Canadian River. In the Canadian Valley especially the cultivation of alfalfa has proved a profitable crop, and for some years windmills and other pump power have been employed to tap the underground water supplies, and to a limited extent irrigation has been practiced. The possibilities of irrigation are realized and future developments along that line is assured. The principal crops since the early settlement have been the drouth-resisting kafir corn, milo maize, millet and sorghum, and while the acreage of cultivated land has greatly increased in recent years, the primary industry is still stock raising.

In 1880 Hemphill County had a population of 149; in 1890, 519; in 1900, 815; and in 1910, 3,170. The amount of "improved land" in 1900 was about 12,000 acres, and in 1910, about 53,000 acres. The number of farms increased from 76 in 1900 to 249 in 1910. The total area of the county is 558,720 acres, of which 370,179 acres were included in farms or ranches at the last census. The number of cattle in 1910 was 24,125, 2,300 horses and mules, and 4,500 hogs. The acreage planted to the chief crops in 1909 was: Hay and forage crops, 12,075, including 837 acres in alfalfa; corn, 11,535; wheat, 1,784; oats, 687; kafir corn and milo maize, 545. Up to 1910 horticulture had made little progress, only about 3,600 orchard fruit trees being enumerated in that year. The valuation of property in the county in 1903 was \$1,307,616; and in 1913, \$3,870,481.

ROBERTS COUNTY

Lying just west of Hemphill County is Roberts County, which was organized January 10, 1890. The Canadian River crossed the county

on the north half, and the Southern Kansas Division of the Santa Fe, which was constructed in 1887, gave the county its first and only railroad. The county seat was located at the little Town of Miami, on the railroad, and that is the only town of importance in the county. The surface of the county is composed of considerable broken land along the Canadian River and its tributaries and elsewhere of plains, and the soil is for the most part a sandy loam.

The population of the county in 1880 was 32; in 1890, 326; in 1900, 620; and in 1910, 950.

Outside of its use by the cattlemen for the past thirty years as a great stock range, Roberts County has comparatively little development, though in recent years the farmers have encroached upon the ranches, and the county is now producing a large total of the staple Panhandle crops. The amount of "improved land" in 1900 was 3,600 acres, and was increased by 1910 to about 18,000 acres. The number of farms and ranches was 59 in 1900, and 93 in 1910. The total area of the county is 564,480 acres, of which 557,377 acres were reported in farms and ranches at the last census. The census reported 33,580 cattle and about 1,500 horses and mules. In the year 1909, 4,693 acres were planted in hay and forage crops; 3,039 acres in corn; 1,423 acres in wheat, and 915 acres in kafir corn and milo maize. The valuation of property in the county in 1903 was \$1,118,987; in 1913, \$2,671,554.

HUTCHINSON COUNTY

The Canadian River divides Hutchinson County almost centrally, and the valley of that stream and its tributaries furnish great diversity to the topography of the county. The county has no railway, though a line known as the Enid, Ochiltree & Western has been surveyed and construction is proposed in the near future. The county was organized in 1901, and for many years has supported a meager population, largely of stockmen, and lack of transportation has delayed any considerable agricultural development.

The population in 1880 was 50; in 1890, 58; in 1900, 303; and in 1910, 892. The county seat is Plemons, in the center of the county and near the Canadian River, and there are several stores and small settlements in different parts of the county.

The following figures from the last official census indicate the principal interests and the development of the county. There were 150 farms as compared with 63 in 1900, and about 24,000 acres were classified as "improved land" as compared with about 1,800 acres in 1900. The total area of the county is 562,560 acres, with 371,970 acres included in farms or ranches. The number of cattle was 22,953; and about 2,500 horses and mules. In 1909, 7,520 acres were planted in hay and forage crops; 2,866 acres in kafir corn and milo maize; 1,923 acres in wheat; 1,305 acres in oats; and 875 acres in corn. The assessed valuation of property in 1903 was \$367,556; and in 1913, \$1,313,980.

MOORE COUNTY

Organized July 6, 1892, Moore County in 1890 had a population of 15; in 1900, 209; and in 1910, 561. That the county has not yet

attracted settlers in any considerable numbers is chiefly due to the lack of transportation, but the projected railroad now surveyed across the county, when constructed, will prove a great boon to the county, since it possesses the soil and resources that will then become more valuable for agricultural purposes and for stock raising. The county seat and chief town of the county is Dumas.

For the past ten or fifteen years the ranchers have employed wind-mills to draw water from the abundant underground supply, not only for stock purposes but for irrigating small gardens and fruit orchards, but the limited agriculture has depended hitherto on the natural rainfall and the usual Panhandle methods of cultivation. The amount of "improved land" in 1910 was 22,000 acres, as compared with about 1,700 acres in 1900. In the same period the number of farms increased from 57 to 95. The total area of the county is 589,440 acres, of which 93,278 acres were occupied in farms or ranches in 1900. In 1910 the number of cattle enumerated was 7,017; about 1,450 horses and mules; 1,290 hogs; and 1,759 sheep. Outside of 2,345 acres planted in kafir corn and milo maize in 1909, crop acreage was limited to a small amount in hay, oats and wheat. The property assessment in 1903 was \$831,651; and in 1913, \$2,204,116.

HARTLEY COUNTY

About one-half of this county was included in the 3,000,000-acre grant to the Capitol Syndicate. Ten years ago it was estimated that a third of the county's area was held in these large pastures, and outside of that vast tract the other farms and ranches contained not less than a section of land, and in some cases reached 15,000 acres. Under these conditions Hartley County has been the home of the cattleman rather than of the farmer, and supported a very meager population. The breaking up of the larger tracts began a few years ago, and as in other Panhandle counties, agriculture and settled conditions are making rapid progress.

The county was organized February 9, 1891. In 1888 the Fort Worth & Denver City Railway was constructed across the eastern half of the county, and in 1900 the Rock Island Road was built across the northwest corner of the Panhandle, with about forty-five miles of its track in Hartley County. Besides the county seat at Channing, on the Fort Worth & Denver, other towns are Hartley, Romero and Middlewater. The prosperous little City of Dalhart, at the junction of these two railways, is located near the north line of the county.

The population of Hartley County at successive decades has been: In 1880, 100; in 1890, 252; in 1900, 377; and in 1910, 1,298. The total area of the county is 964,480 acres, of which 516,204 acres were in farms in 1910. The amount of "improved land" at the last census was about 195,000 acres, as compared with only about 2,600 acres in 1900. The number of farms increased from 27 in 1900 to 165 in 1910. For a number of years the county has been the home of some of the fine Hereford and Polled Angus herds in this section of Texas, and in recent years considerable attention has also been given to hogs. The number of cattle in 1910 was 32,316, and the number of horses and

mules, about 2,500. In 1909, 10,511 acres were planted in hay and forage crops; 2,941 acres in kaffir corn and milo maize; 2,173 acres in wheat, and a small acreage in corn and oats, while noticeable progress is also being made in horticulture and other branches of general agriculture. The valuation of property in the county in 1903 was \$1,623,506, and in 1913, \$5,376,036.

LIPSCOMB COUNTY

Lipscomb County occupies the northeast corner of the Panhandle, and is bounded on two sides by the State of Oklahoma. In earlier years what was known as No Man's Land of Indian Territory lay on the north, and the Cherokee strip of Indian Territory on the east. Until about 1890 no white settlements were permitted in these adjoining sections, and that was a fact which seriously impeded the settlement not only of Lipscomb County, but of other sections of the Panhandle. It was the building of the Southern Kansas Railroad across that section of Oklahoma and into the Panhandle in 1887 that more than anything else influenced immigration and settlement. Beginning with the railroad era, Lipscomb County advanced from a population of only 69 in 1880 to 632 by 1890, and in 1887 county government was organized. The population of the county in 1900 was 790, and in 1910, 2,634. The assessed wealth of the county in 1903 was \$1,223,525, and in 1913, \$3,616,250. The county seat town is Lipscomb, near the center of the county and on Wolf Creek, which, with its tributaries, breaks the surface into numerous valleys and has furnished water for stock purposes since the range was first occupied by cattlemen. Another small settlement in the northwest part of the county is Kiowa, but the chief town is Higgins, in the southeast corner on the line of the Santa Fe Railroad.

Lipscomb County has for a number of years held a high rank among Panhandle counties for its live stock and agriculture. The creek valleys have been utilized for the production of varied crops, and the settlers have raised considerable fruit for a number of years. There has as yet been little development of irrigation, though the natural conditions offer much encouragement for such enterprise. The total area of the county is 568,320 acres, of which 423,250 acres were in farms in 1910. The number of farms increased from 117 in 1900 to 375 in 1910, and at the same time the amount of "improved land" increased from about 11,000 acres to about 109,000 acres. The census reported 26,804 cattle; about 3,150 horses and mules; 2,659 hogs, and 13,887 poultry. In 1909, 10,071 acres were planted in hay and forage crops, including about 900 acres in alfalfa, 8,810 acres in corn, 7,473 acres in kaffir corn and milo maize, 3,884 acres in wheat, and a small acreage in oats. The number of orchard fruit trees enumerated were 4,500.

OCHILTREE COUNTY

This county, on the northern border of the Panhandle, was organized February 21, 1889. With the nearest railroad forty-five miles distant, its development has been hindered by lack of transportation, but, in spite of this situation, many thousands of acres are now in cultivation in the

staple Panhandle crops and a substantial class of farmer settlers have located in this section since the beginning of the present century.

The county in 1890 had a population of 198; in 1900 of 267, and in 1910 of 1,602. The county seat is at Ochiltree, and other small centers of trade and population are Wawaka and Grogan. The surface of the county is largely a level plain with Wolf Creek the only important stream. It is estimated that 95 per cent of the area is tillable, and the statistics of crop production in recent years indicate great possibilities in the near future. The total area of the county is 570,240 acres and 225,779 acres were reported in farms at the last census. Between 1900 and 1910 the number of farms rose from 71 to 264, and the amount of "improved land" from about 2,600 acres to about 53,000 acres. The live stock enumerated in 1910 comprised 10,717 cattle; about 3,800 horses and mules; 3,711 hogs, and 10,715 poultry. In 1909, 10,378 acres were planted in hay and forage crops; 8,663 acres in wheat; 7,404 acres in kafir corn and milo maize; 2,075 acres in corn; 1,972 acres in oats. About 3,000 orchard fruit trees were enumerated. The valuation of property in 1903 was \$606,926, and in 1913, \$1,515,291.

HANSFORD COUNTY

Organized February 14, 1889, Hansford County had a population in 1880 of 18; in 1890, 133; in 1900, 167, and in 1910, 935. Situated in the northern tier of Panhandle counties, it is as yet without railway facilities. Besides the underground water supplies, reached at convenient depth, but as yet little utilized, it has several living streams, and the valley lands are noted for their wild hay crop and in recent years a large amount of land has been cultivated in alfalfa. It is estimated that about a thousand acres are now irrigated from the Palo Dora Creek. Important improvements have been noted in the grading up of live stock, and considerable attention is also given to the poultry industry.

All the towns of the county are small settlements, and the county seat is Hansford. The county's property valuation in 1903 was \$909,821, and in 1913, \$1,489,777. The total area of the county is 564,480 acres, and the last census reported 233,559 acres in farms. The number of farms rose from 22 in 1900 to 152 in 1910, and the amount of "improved land" from about 2,260 acres in the former year to about 33,000 acres in the latter. Live stock enumerated comprised 11,239 cattle; about 2,000 horses and mules; 6,342 sheep, and a considerable number of hogs. The chief crop in 1909 was hay and forage crops, with 6,973 acres planted, including 1,830 acres in alfalfa, a larger acreage than almost anywhere else in the Panhandle in this particular crop. In kaffir corn and milo maize, 3,942 acres were planted; in wheat, 3,900 acres; in oats, 1,730 acres, and in corn, 337 acres.

SHERMAN COUNTY

Though organized with a county government on June 13, 1899, Sherman County was an almost exclusive stock range until the construction of the Rock Island Railroad across its northwest corner in 1900. That brought a large influx of settlers, and from a population in 1890 of 34

and in 1900 of 104, the increase during the succeeding ten years gave the county by 1910, 1,376 inhabitants. When the county was organized the courthouse was placed at the old Town of Coldwater, which now no longer appears on the map. After the railroad was built the new Town of Stratford was established, and was voted the county seat. The population of that town in 1910 was 520, nearly half the total for the entire county. On the state line between the Panhandle and Oklahoma is Texhoma, another town that draws considerable trade from this county.

The valuation of property in 1902 was \$1,266,959, and in 1913, \$3,399,211. The total area of the county is 598,400 acres, and the last census estimated 255,364 acres in farms. The amount of improved land increased from about 2,800 acres in 1900 to about 89,000 acres in 1910, and in the same time the number of farms increased from 18 to 165. The live stock enumerated in 1910 was 14,523 cattle; about 2,500 horses and mules; 1,368 hogs, and 4,149 sheep. In hay and forage crops,



BUFFALO HERD IN PANHANDLE, ONE OF FEW SURVIVING HERDS IN U. S.

12,255 acres were planted in 1909; in kaffir corn and milo maize, 3,262 acres; in wheat, 2,757 acres, and in oats, 1,218 acres.

DALLAM COUNTY

Occupying the extreme northwest corner of the Panhandle, Dallam County was for two-thirds of its area included in the great Capitol Syndicate holdings, and ten years ago it was estimated that half the lands of the county were held in large tracts. Two railroad lines have encouraged development of agriculture and the breaking up of the big ranches, and in recent years the county has come to claim distinction as a productive center for all the staple Panhandle crops.

Dallam County was organized September 9, 1891. In 1888 the Fort Worth & Denver City Railway was built across the county to Texline, where the two divisions of the road were connected. Texline, close to the New Mexico boundary, was the original county seat. In 1900 the

Rock Island Railroad was built across the county at right angles to the first line, intersecting at Dalhart, near the southern edge of Dallam County, with a portion of the larger city of today in Hartley County. Dalhart founded as a railroad junction point, has grown rapidly and is now one of the largest towns in the Panhandle, having a population in 1910 of 2,580, considerably more than half the total population of Dallam County. While the center of a large trade, both retail and wholesale, Dalhart derives its chief importance from the railroad, the Rock Island maintaining shops and division headquarters there. It is now the county seat. Outside of Dalhart and Texline, other towns in the county are Corlena, Terico, Ware, Matlock, Chamberlin, Conlen and Hovey.

The population of Dallam County in 1890 was 112; in 1900, 146; and in 1910, 4,001. In 1900 there were only four farms in the entire county, due to the fact that most of the lands, as already stated, was under one corporate ownership. By 1910, the large tracts had been broken up, and there were 201 farms. The amount of land officially described in the census as "improved land," in 1900, was 1,280 acres, and by 1910 that had increased to about forty-eight thousand acres. The total area of Dallam County is 980,480 acres, and 346,697 acres were included in farms at the last census. The number of cattle found, in 1910, was 27,419; of horses and mules, about nine hundred; and of sheep, 6,443. Although situated high up on the plains region, Dallam County citizens claim that every staple crop can be grown, except cotton. In 1909 the acreage in hay and forage crops was 10,501; in kafir corn and milo maize, 7,118; in wheat, 3,787; in corn, 509; and in oats, 479. The valuation of property in the county in 1903 was \$1,367,798; and in 1913, \$6,763,300.

DONLEY COUNTY

Situated on the southern tier of the Panhandle counties, Donley was among the first of the county divisions in this section of the state to be organized. Its boundaries were formed in 1876, and in March, 1882, a county government was organized.

The county seat, Clarendon, is one of the oldest centers of settlement in the Panhandle. It was laid out as a town about 1878, at which time there was no railroad within 300 miles. Until the railroad came the place hardly deserved a name. The surrounding country was entirely taken up by cattlemen and their interests, but with the extension of the Fort Worth & Denver Railroad through the county in 1887, a new era was inaugurated. Clarendon began to grow, it attracted many merchants, real estate men, cattle dealers, and others, and was also the home center for many of the cattlemen operating in that section. Clarendon is now one of the important towns along the Fort Worth & Denver Railway, and in 1910 had a population of 1,946.

Donley County's population in 1880 was 160; in 1890, 1,056; in 1900, 2,756; and in 1910, 5,284.

Thirty years ago, about the time the county was organized, there

were estimated to be about twenty thousand cattle, besides several thousand sheep, horses and mules in the county, and this industry was operated on the open range, and the cattle after maturity were driven north and found their principal market at Kansas City. Clarendon at the time was said to be a village of about fifty to one hundred inhabitants, had two stores, and a Methodist church.

Donley like other Panhandle counties has developed, though with many vicissitudes, a substantial agricultural industry, and its population now find the sources of living both in the ranch and in the fields of the varied Panhandle crops. Interest in dairying is increasing, and Clarendon has a creamery. Some irrigation has been practiced, but on a very limited scale, and the principal operations in this direction are in the vicinity of Lelia Lake, a large body of water covering about two hundred acres.

At the last census Donley County had 601 farms. The progress in the ten year period in agriculture is indicated by the increase in farms from a total number of 188 in 1900. The approximate land area of Donley County is 579,840 acres, and the last census reported 488,721 acres in farms, with about 82,000 acres in improved land, as compared with about 14,500 acres so classified in 1900. The county is still essentially a stock raising section, and the census enumerators found 31,896 cattle; about 4,500 horses and mules; 5,132 hogs; 720 sheep; and 24,639 poultry. In 1909, 30,975 acres were planted in the cereal crops, including 19,675 acres in corn; 766 acres in oats; 270 acres in wheat; 10,262 acres in kafir corn and milo maize. The acreage in hay and forage crops was 12,108, including 679 acres in alfalfa and 8,229 acres in coarse forage. Cotton is an increasing crop, and had 4,811 acres in 1909, and some attention is also paid to the vegetable crops. About 30,000 orchard fruit trees were enumerated and the statistics also showed production of grapes and small fruits.

MENARD COUNTY

In the early part of 1911 the Fort Worth & Rio Grande Railroad, a branch of the Frisco, was extended into Menard County to the county seat, affording connections by that road and over the Santa Fé with the main transportation system of the state. For a number of years the nearest railway points had been Brady and San Angelo, and this lack of transportation facilities restricted local enterprise largely to the stock industry. Since the coming of the railway interest in diversified farming has increased. Many large pastures have been opened for settlement, and the general economic status has greatly improved since the taking of the last census.

Menard County's surface is generally rugged, but with broad and fertile valleys. The San Saba River flows centrally through the county from west to east, and its unfailing waters have been the chief resource for stock purposes and also for farming. Irrigation has been practiced for many years, and facilities have been greatly extended. The Texas Almanac for 1914 mentions the two canals leading from this river in the

vicinity of Menard, furnishing water for about ten thousand acres, approximately seven thousand five hundred acres being under cultivation. Varied crops are cotton, corn, alfalfa, wheat, oats, hay, onions, potatoes and other vegetables.

The general agricultural conditions of the county up to the beginning of the railway era are indicated in some figures taken from the last census. Live stock predominated, as it has for many years. There were 35,757 cattle in the county, about 3,900 horses and mules, 4,804 hogs, 20,062 sheep and 4,766 goats. The total area of the county is 584,960 acres, and of this area about eighteen thousand acres were classified as "improved land." There were 331 farms, as compared



From the National Geographic Magazine

PLAZA OF THE ALAMO, SAN ANTONIO

with 204 at the preceding census. Fifty-two of these farms were irrigated in 1909, comprising an aggregate of about three thousand five hundred acres. The chief products were, according to acreage: Cotton, 5,533 acres; corn, 3,242; Kaffir and milo maize, 1,225; hay and forage crops including alfalfa, 1,746; oats, 510; a small acreage of wheat, while about five thousand trees were enumerated under the class of orchard fruits and about 17,000 pecan trees. Irrigation in this county probably began with the old Spanish settlement.

On the north bank of the San Saba River, half a mile west of the modern town of Menard, was the old Spanish presidio of San Saba, some remains of which are still visible. When the German scientist, Dr. Fer-

dinand Roemer, visited this locality in February, 1847, he found a crumbling wall of stone inclosing a rectangular space 300x360 feet, with entrances on the west and on the river sides. The establishment of this mission far out on the frontier, among the Apache and other Northern Indians, was determined upon in February, 1756. Colonel Parilla, with the missionaries and troops, arrived in the level valley April 17, 1757, and began the construction of the fort. A league and a half distant was the mission, where the practical work of converting the Indians was carried on. None of the Indians were permanently attracted to the settled occupations and instruction of the mission. March 22, 1758, a band of Indians dashed down upon the mission, broke into the inclosure, killed several of the resident priests and soldiers and sacked and burned the entire establishment. They then proceeded to the presidio, which was too strongly built and too well guarded for attack, and the raiders contented themselves with setting fire to some outbuildings and running off the stock.

A punitive expedition was organized at San Antonio to invade the country of these Northern Indians. The force penetrated among the villages where the Indians were strongly posted, and in the battle that followed the Spaniards were bewildered by the Indian tactics and repulsed, leaving much of their baggage behind. It was stated that the memory of the disastrous event remained for many years a disgrace to the Spaniards. Attempts to reoccupy the San Saba Valley failed, and a few years later most of the outlying military posts and missions were abandoned. Thus San Saba Fort fell into decay, and when the first American settlers came to this region the ruins of the fort became the subject of various traditional and speculative accounts. The presence of silver among the hills of this region was discovered by the Spaniards during the existence of the mission, and subsequently several attempts were made to explore the country and to recover the "lost mine." In 1831 the noted Bowie brothers led a party to the old fort for such purpose, but were attacked by the Indians and forced to retire.

In 1853 the United States Government established Fort McKavett on the headwaters of the San Saba. This was a signal for the advance of settlement into this region, and in a short time a few hardy pioneers had established themselves in the vicinity. There were a few Indian traders, and others engaged in cultivating a few acres of corn and wheat, both for their own needs and to supply the garrison. Cattle raising was the most profitable industry, though always exposed to the depredations of the Indians.

In 1858 Menard was one of a number of counties created by the Legislature, the boundaries being assigned, but organization of a county government being dependent upon the inhabitants of each county. About that time the garrison was removed from Fort McKavett, and the small nucleus of population was hardly able to maintain itself amid the frontier difficulties.

During the decade of the Civil war, and even later, the county suffered severely from Indian and outlaw. About 1871 Fort McKavett was reoccupied by troops, it being the headquarters in 1872 of five companies

of infantry and two companies of cavalry. The fort was finally abandoned in 1883.

The conditions in the county in 1866 were described by a writer in the *Texas Almanac* for 1867: "The county is scarcely organized, but there are, perhaps, one hundred families residing in it, few of whom know upon whose lands they are squatted. Fort McKavett is situated at the head of San Saba River, in Menard County, but is not occupied by troops, as, in my humble opinion, it should be. There are in Menard County many superb water powers for mills and manufactures. * * * There are two schools in Menard County, and at least two hundred children, besides what the Indians carried off in the last raid. There is one blacksmith shop, one store and a grocery, but no courthouse, no church, no preacher. The people, generally brave, honest and energetic, are a law unto themselves, their consciences either accusing or else excusing them for what they do or do not."

In 1871 the county was organized, and settled conditions of living and industry began. Increase of population has been as follows: In 1870, 667; in 1880, 1,239 (37 Negroes); in 1890, 1,215; in 1900, 2,011; and in 1910, 2,707. The only two points of settlement and trade until the coming of the railroad were Menard and Fort McKavett. The value of taxable property in 1881, was \$445,884, one-third consisting of live stock; in 1903, \$1,509,271; and in 1913, \$2,584,055.

MASON COUNTY

Though first settled before the war, and created by the act of January 22, 1858, Mason County has remained isolated from railroads and its resources have been comparatively undeveloped. The nearest railroad shipping points are Llano on the east, Brady on the north, and Menard on the west. The county lies in the mineral region of West Central Texas, and besides varied resources of building stone, it possesses deposits of iron, lead and silver. Its principal streams are the Llano River and the San Saba, along whose valleys are the chief agricultural areas, while some irrigation has been accomplished by artesian wells.

The county has a population of about 6,000, its county seat is Mason, and other small towns are Fredonia, Pontotoc and Katemey. Its chief resources are indicated by the figures taken from the last census report. There were 856 farms, as compared with 773 at the preceding census. Of a total area of 620,160 acres, about 44,000 acres are in improved land. Live stock interests were: 50,460 cattle; about 5,100 horses and mules; 15,579 hogs; 17,557 sheep; 5,437 goats; and 26,787 poultry. This has long been one of the centers of the sheep industry in West Texas, and in 1882 the live stock interests furnished half the valuation reported by the entire county. In 1909, the acreage devoted to the principal crops was: Cotton, 15,785; corn, 13,650; hay and forage crops, 2,965; while about 5,000 trees were in orchard fruits, 17,000 in pecans, and another important fruit is grapes.

In the act creating the county it was provided that the county

seat, the name of which should be Mason, was to be within two miles of or on the site of Fort Mason, provided the proprietor of the land donated 100 acres for county purposes. Fort Mason was one of the early forts established by the United States Government after the annexation of Texas. It was just above the border of the German settlements, which were founded in the late '40s and '50s. Westward, in what is now Menard County, was the site of the ill-fated San Saba mission among the Apaches. Thus Fort Mason was for some years the frontier defense against the hostile tribes of West Texas. In 1857 Major George H. Thomas was in command there with a detachment of the Second Cavalry, and in 1860, before the outbreak of the war, the commander was Major Earl Van Dorn—both of whom became distinguished generals in the war, on opposite sides.

During the war most of the frontier posts were evacuated and Fort Mason was never reoccupied. The border defenses were ineffective, and for over ten years this and other counties were exposed to the raids of the savages. In the Texas Almanac for 1867 the representative from the district wrote the following description of Mason County: "Fort Mason is situated on the divide between the Llano and San Saba rivers, about the center of the county. . . . There are no troops at Fort Mason, but we have elected it the county seat of Mason County, and have a good stone courthouse, a blacksmith shop of stone, a trading house or store, and an excellent school, but no grocery. There are, I believe, twenty families within three-quarters of a mile of the post, and seventy-five bright, healthy, fresh-looking children, large enough to attend school. There is church service by a German preacher once a month in this neighborhood, but no regular meeting-house. The people in the settlement and in the county generally are well disposed, orderly, and ambitious of accumulating property and educating their children; but they are very much disheartened at present by the great insecurity of life and property, and by the apparent impunity with which the most horrible crimes are committed by Indians and outlaws. There are, I think, not less than two hundred families in the county, half of whom are German. There are four excellent schools, besides some smaller ones, and not less than four hundred children to be educated. There are five places of worship in the county. The Germans are mostly Methodists. The Americans of different persuasions. There is but little agriculture in Menard, Kimble or Mason, but more in Mason than in either of the other counties. The people are generally devoted to stock growing, because it is so much more profitable and so much less laborious in this county than farming. . . . There are no mills in Mason county, nor manufactures, but some splendid sites for such, especially on Devil's River, James River and Mill Creek, all of which empty into the Llano from the southwest."

As a result of such conditions the population was almost stationary for about twenty years. In 1870 it was reported that 4,500 acres of land were in cultivation, and the corn and wheat raised, after supplying local demands, was marketed principally at the military posts to the west. There were several mills in the county in 1870 and four churches and four schools were maintained. In 1882 there were two flour mills and

four cotton gins in the county, all driven by water power, there being a number of available water-power sites. The local quarries have for years supplied most of the building material, so that houses and public buildings are mainly of stone construction.

The population of the county at successive decades has been: In 1860, 630; in 1870, 678; in 1880, 2,655 (41 negroes); and about one-fourth were of foreign birth or parentage, mostly German; in 1890, 5,180; in 1900, 5,573; and in 1910, 5,683. While the early settlers were largely German, coming in from the German counties to the south, that nationality is no longer a predominant element, since at the last census the German born were 122 and of German parentage 362.

The taxable wealth of the county in 1870 was \$216,025; in 1882, \$1,214,598; in 1903, \$2,444,635; and in 1913, \$4,522,020. The county awaits the coming of a railroad to give it the needed impetus for further development, and a subsidy has already been voted to attract the construction of a road.

BEXAR COUNTY

Bexar County, containing the City of San Antonio, was organized as a county of the Texas Republic from the old municipality of San Antonio de Bexar, and the bulk of population, the commercial, civic resources, the railroads, have always centered in the chief city, to which a separate sketch is devoted.

The population of the county as a whole in 1850 was 6,052; in 1870, 16,043; in 1880, 30,470; in 1890, 49,266; in 1900, 69,422; and in 1910, 119,676 (11,642 negroes). As the chief center of the old Spanish-Mexican civilization in Texas, Bexar county still has a large element of that stock in its citizenship, and the last census reported over 13,000 inhabitants as Mexican born, and about 8,000 of Mexican parentage, and these figures do not include a large number of families who have been identified with that vicinity for many generations and could not properly be classed as either foreign born or of foreign parentage. Another large element in the local population is the Germans, and about twelve thousand people in Bexar County in 1910 were either natives of Germany or of German parentage. As the Germans began settling in San Antonio and vicinity during the decade of the '40s, a considerable number of the descendants of the older colonists would likewise not be classified separately according to nationality.

In the Valley of the San Antonio River, south of San Antonio, farming has been conducted by means of irrigation canals and ditches for nearly two centuries, some of these irrigation works having been constructed by the earliest inhabitants about San Antonio. The greater part of the county, however, with its undulating prairies, only sparsely covered with trees, has been chiefly utilized for grazing purposes. Thirty years ago not more than five per cent of the total area was in cultivation. Stock raising is still the main industry conducted on the lands of this county. In 1882 there were about 14,000 cattle, about 10,000 horses and mules, 20,000 sheep and other live stock in the county, and in 1910 the census enumerated 42,043 cattle; about 15,500 horses and

mules; 8,753 hogs; 9,757 sheep; 6,651 goats; and 91,490 poultry. In recent years considerable progress has been made in diversified farming, and in the district south of San Antonio irrigation by means of artesian wells has been attended with considerable success. At the present time there are about 2,000 acres under irrigation either from the San Antonio River or artesian wells. The presence of a large city furnishes a ready market for fruit and vegetable products, and in 1909 about eight hundred and thirty acres were in potatoes and sweet potatoes, 1,632 acres in other vegetables, the number of orchard fruit trees was about fifty seven thousand, besides about thirty-nine thousand pecan trees, and the growing of grapes, small fruits and tropical fruits was also important. Among the staple crops the largest acreage was planted in cotton, with 64,356 acres; in corn, 28,721 acres; in hay and forage crops, 19,340 acres; and in oats, 1,199 acres. The total area of Bexar County is 808,320 acres, and while the census reported 777,596 acres included in farms, only about 186,000 acres were classified as "improved land," as compared with about 123,000 acres in 1900. The number of farms increased from 2,342 in 1900 to 2,942 in 1910. The property valuation in the county in 1903 was \$34,365,948; and the rapid increase during the last ten years is indicated by similar figures for 1913, \$104,-898,862.

While there are no large towns outside of San Antonio, the county has a number of trading centers, and the more important are Elmen-dorf, Leon Springs, Viva, MacDona, Wetmore, St. Hedwig, Bulverde, Converse, Helotes, and Van Raub.

SAN ANTONIO

San Antonio is the oldest, and by the figures of the last census, the most populous city of Texas. Built up on the foundations of an eighteenth century Spanish town, and still retaining many of the features of the earlier order in spite of the rapid progress in standardizing the city in harmony with the typical lines of the modern American commercial center, San Antonio is the most distinctive of Texas cities. While it is a great business center, the commercial metropolis of all Southwest Texas, and in that respect compares with Houston, Waco and Dallas, it also offers manifold attractions such as other communities do not possess. It will always be regarded by loyal Texans as the shrine of early Texas history, and the old missions and other landmarks of the Spanish era are quaint and picturesque landmarks for the visitors from every state and country. With its climate, its wealth of historical associations, its cosmopolitan population and institutions, and with the splendid hotels and numerous other advantages that have been created expressly for the purpose, San Antonio is preeminently the resort city of Texas and of the Southwest, and one of its most important resources is in the many thousands of tourists and winter residents who spend their time and money in that city.

The many varied relations of San Antonio with the larger phases of Texas history have been dealt with in the general history in another

volume, and need only brief reference in this article, which will be chiefly concerned with the growth and development of the city itself.

The history of San Antonio begins with the year 1718, when, in pursuance of orders from the viceroy, a priest removed the old mission of San Francisco Solano from the Rio Grande to the San Antonio River and founded the mission of San Antonio de Valero on the right bank of the San Pedro, about three-quarters of a mile from the present cathedral of San Fernando. There it remained until 1722, when it was removed, with the presidio, to Military Plaza. In response to the petitions of the missionaries for military reenforcement in order to secure the mission and assist in the subjugation of the Indian tribes, the viceroy in 1718 sent a governor with soldiers and mechanics into the province of Texas, and thus soon after the establishment of the



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ANGORA GOAT

mission was founded the presidio of San Antonio de Bexar. In the vicinity of these two institutions, the military post and the Indian mission, a number of persons located whose object was permanent settlement; instead of working directly and exclusively for the welfare of the mission, or acting in the capacity of soldiers, they built themselves homes, put a certain amount of land in cultivation, raised their small flocks on the common pasture, and became bona fide colonists. It is probable that some of the soldiers, their time of service over, were sufficiently attached to the locality to remain as settlers. This civil community, which was quite distinct but existed side by side with the mission and presidio, became known as the villa of San Fernando. Originally therefore three independent institutions—military, political and religious—existed at San Antonio, but eventually their separate identities became merged under the one municipal title of San Antonio. In consequence

of the French invasion from Louisiana along the eastern borders of Texas, a large expedition under the command of Aguayo in 1720 came up from Mexico and after restoring the authority of Spain on the eastern border, the commander restored the old East Texas mission and in the course of his stay gave to San Antonio another mission besides the original San Antonio de Valero. San José de Aguayo, the most beautiful of all the missions about San Antonio, even in its present ruins, was "erected" (that is authorized) in 1720, and was the first of the missions outside of the city to be finished. It was completed March 5, 1731, and on the same date the other three missions south of the city were begun.

In the meantime as the attempts to colonize Texas had been attended with little success, Spain undertook to introduce settlers from the Canary Islands, and in 1729 a company of fifty or sixty persons left the Canary Islands, in response to the Royal order, arrived at Vera Cruz in 1730, and after a long journey northward arrived at San Antonio de Bexar on March 9, 1731. These colonists became the "Canary Island" settlers of San Fernando, whose members and descendants have since occupied so prominent a place in San Antonio history. The Villa of San Fernando, containing the settlers who had previously located and also the Canary Islanders, was located between the San Antonio and the San Pedro rivers, the building lots being grouped for the most part around the Plaza just east of the presidio or military plaza; in other words, the "main plaza," as known today was the central point of old Fernando Villa. Besides a lot assigned for residence to each family, there was common pasture land and a *labor* for cultivation, irrigated from the waters of the San Antonio or San Pedro. The pasture land lay both north and south of the villa, between the two streams. While the missions at the Alamo and also at San José were located conveniently to the villa, the settlers had demanded a parish church of their own, and in response to these demands the corner stone of the San Fernando Church was laid May 8, 1744. This church was used as the central place of worship in San Antonio for a century and a quarter. The present San Fernando cathedral, the building of which was begun in 1868, was constructed around and over the old church, which was removed when the new building was sufficiently completed, and all that now remains of the earlier structure is the curious polygonal western portion facing Military Plaza with its Mooresque dome.

As a result of an official inspection made in 1727, it was found that the old missions among the Indians of Northeast Texas were without warrant for existence, so few were their Indian converts. In consequence the three missions were ordered removed to the vicinity of San Antonio, and this removal brought the three remaining missions whose ruins still form such a picturesque feature of the country about San Antonio. Actual work of construction on these began in March, 1731, as previously mentioned. These various missions, and also the presidial establishments and colonies, for many years inaugurated and supported directly by the Spanish Government, were primarily for the purpose of maintaining the authority of Spain in the Texas country. But after the treaty of 1763 had removed the source of friction between the French

and Spanish settlements along the Sabine, and the Louisiana country had been surrendered to Spain, the chief reason for colonizing Texas was removed, and for this and other causes the missionary work among the Indians was turned over to the secular clergy in 1793, resulting in the distribution of the mission lands, the dispersion of the Indians and the end of the labors of the Franciscan friars. At that time there were only four or five hundred Indians grouped about the dozen missions in Texas, while the families of soldiers and settlers in 1782 were estimated at about two thousand five hundred. A brief note as to the economic conditions of the people at San Fernando in 1778 is supplied from the testimony of De Croix, who said of the settlers that they "live miserably because of their laziness, captiousness and lack of means of subsistence, which defects show themselves at first sight." Much was due to the environment and to the conditions under which the settlement had been founded. There were no attempts at public education, and there were no representatives of the learned profession, not even a physician.

In 1805 San Antonio, which with Goliad and Nacogdoches was one of the three important centers of Spanish civilization in Texas, had a population estimated at about two thousand. After the United States had acquired the Louisiana Territory in 1803, Spain's former fears of territorial aggression from the Northeast were renewed, and from that time forward San Antonio occupied a conspicuous position as the military headquarters for the forces engaged in the occupation of Texas, and also as the seat of the civil government for this province. The American explorer, Zebulon Pike, visited San Antonio in 1807, and describes the city as containing "perhaps two thousand souls, most of whom reside in miserable mud wall houses, covered with thatched grass roofs. The town is laid out on a very grand plan. To the east of it on the other side of the river, is the station of the troops." In 1809 Governor Salcedo, in his description of the province, stated the population of the capital of San Antonio and its jurisdiction as 1,700 souls, and concerning their economic condition said: "The inhabitants have no occupation; they are without means. One wonders how they cultivate the soil without implements; how they build their houses without tools; the houses are very rude."

Concerning San Antonio's participation in the early revolutionary movement of Texas, as also in the war which brought about Texas independence, a complete account is given in another volume of this work. In March, 1813, San Antonio was surrendered to the American forces comprising what is known as the Gutierrez-Magee expedition, and the revolutionists were in possession of the city several months. During the subsequent advance of American settlement over Eastern and South Central Texas, San Antonio's population remained almost entirely Mexican, and the city was occupied by a large garrison of Mexican troops. It was for this reason that San Antonio became the objective point in the revolutionary campaign of 1835, ending with the storming and capture of the city in December of that year. The capture of San Antonio gave the Americans temporary control of practically all the province, and a garrison of Texans occupied the town and the Alamo mission until February, 1836, when the advance of Santa Anna's army

from the South caused Travis and his followers to abandon the city and make their final stand in the Alamo. The Alamo massacre occurred on March 6th and San Antonio remained in the possession of the Mexican troops until after the battle of San Jacinto.

After the establishment of the Republic the City of San Antonio was incorporated, and in September, 1837, an American resident was elected as its first mayor.

Twice again was San Antonio captured by Mexican troops, but the period of occupation was very brief. In March, 1842, a force of 500 Mexicans suddenly appeared and without opposition took possession of the city, declared the authority of Mexico, and two days later departed. In September of the same year a second expedition came up from the Rio Grande. District court was in session at San Antonio, all the activities of the frontier town were in progress, and no thought of an enemy's approach was entertained by anyone. It was a complete surprise. Nevertheless the citizens did not surrender without resistance. They took refuge on the roof of buildings bordering Main Plaza and defended themselves for a number of hours. Finally realizing the presence of overpowering numbers, they surrendered. The number of prisoners was fifty-two, including the district judge, several lawyers, physicians and other prominent citizens. The capture of the city aroused the surrounding country, and in a short time hundreds of Texans were organizing, but the Mexican general soon departed.

San Antonio was the point of rendezvous for subsequent expeditions fitted out for the invasion of Mexican territory, but otherwise its existence was quiet and comparatively uneventful for a number of years. Early in the Mexican war a division of the United States forces under General Wool was concentrated at San Antonio, and one of his subordinate officers, George W. Hughes, afterwards published a book describing the campaign, including considerable matter referring to San Antonio and vicinity. As it was about this time that American influence and German colonization began making themselves felt in San Antonio, it will not be out of place to quote a few sentences from the description by this soldier. "The country around San Antonio," he says, "notwithstanding the general decay of agriculture, produces grass in great abundance, on which immense herds of cattle were feeding, and the Americans found no difficulty in obtaining supplies of forage and feed. The Town of San Antonio is supposed to contain about two thousand inhabitants, mostly Mexicans, the greater part of the males are agriculturists and herdsmen, so far as they have any occupation. It has no manufactures and but few mechanics, such as carpenters, masons, tailors, shoemakers and blacksmiths." Reference is made to the availability of the several buildings about the town including the Alamo, suitable for accommodating military forces and equipment, and a little later the Alamo became in fact a military post.

The same authority gives some description of local agriculture and stock raising: "Most of the land in the vicinity of San Antonio was formerly, and much of it still is irrigated from the river and the San Pedro * * * It is stated on the authority of the surveyor of Bexar County, that within the limits of our map nearly two thousand

acres of land are now in corn, yielding on an average of about thirty bushels to the acre, but this is probably an over estimate. For a great distance around San Antonio the grazing is excellent and herds of cattle abundant. The cattle are of the old Spanish breed, the oxen large with immense horns; rapid walkers and strong."

At the census of 1850, when Bexar County had a population of a little more than six thousand, the population of San Antonio was 3,488. At that time the Mexicans were far in excess of all other classes of nationality, and the Mexicans in the county and city in 1856 were estimated at about six thousand. Of the city Olmsted wrote in 1857: "San Antonio, excluding Galveston, is much the largest city of Texas. After the Revolution it was half deserted by its Mexican population, who did not care to come under Anglo-Saxon rule. Since then its growth has been rapid and steady. At the census of 1850 it numbered 3,500; in 1853, its population was 6,000, and in 1856 it was estimated at 10,500.



IN THE SHEEP COUNTRY

Of these about 4,000 are Mexicans, 3,000 Germans, and 3,500 Americans. The money capital is in the hands of the Americans, as well as the offices and the government. Most of the mechanics and the smaller shopkeepers are Germans. The Mexicans appear to have almost no other business than that of carting goods, almost the entire transportation of the county is carried on by them, with oxen and two-wheel carts. Some of them have small shops, for the supply of their own countrymen, and some live upon the produce of farms and cattle ranches in the neighborhood." It was about that time that the so-called "cart war" was at its height, and San Antonio was one of the central points affected by the serious interruption of its former transportation system, and it was claimed that the Germans and Americans in San Antonio were among the most active in their attempts to drive the Mexican cart men out of business.

The trade and general economic resources of the city at that time are further described by Olmsted as follows: "The local business is

considerable, but carried on without subdivision of occupation. Each of a dozen stores offers all the articles that you may ask for. A druggist or two, a saddler or two, a watchmaker and a gunsmith ply almost the only distinct trades. The country supplied from this center is extensive, but very thinly settled. The capital owned here is quite large. The principal accumulations date from the Mexican war, when no small part of the many millions expended by the Government were disbursed here in payment to contractors. * * * Since then the town has been well to do, and consequently accumulates a greater population than its position in other respects would justify. The traffic, open and illicit, across the frontier with interior Mexico, has some importance and returns some bulky bags of silver. All the principal merchants have their agencies on the Rio Grande. All goods are brought from Matagorda Bay, a distance of 150 miles by ox teams, moving with prodigious slowness and irregularity. Prices are extremely high, and subject to great variations, depending upon the actual supply and the state of the roads. The government brings its army stores direct from the coast. But some hay, corn, and other supplies are contracted for in this region, and from this source and the leavings of casual travelers and new immigrants, the hard money for circulation is derived. Investments at present are mostly in land. There are no home exports of the least account. Pecan nuts and a little coarse wool are almost the only items of the catalog. The wealth and steady growth of the town depend almost entirely upon the rapid settlement of the adjacent country. * * * The Alamo consists of a few irregular stuccoed buildings, huddled against the old church, in a large court surrounded by a rude wall; the whole used as an arsenal by the United States quartermaster."

It was in the decade before the war that many of San Antonio's most substantial institutions and business houses were established. A number of enterprising German colonists during that time began the foundations of stores and manufacturing that have continued to grow under the successive management of themselves and their descendants to the present time. San Antonio was already the commercial depot for all the country to the west and northwest, and many of its merchants were in a fair way to accumulate handsome fortunes. In 1858 the city was said to possess four churches, two Catholic, a Presbyterian and a Methodist; a free school, a college and two private schools; two institutions for the education of young ladies, and a music hall for concerts and occasional theatrical performances.

From the time of the Mexican war down to the present, San Antonio has had one of its chief resources in the military establishment. The quartermaster's depot was located in the Alamo for a period of nearly thirty years, except during the Civil war. While General Worth was in command of the department until his death in 1849, the headquarters were on the north side of Main Plaza. From 1869 until 1875 the military headquarters were located at Austin, but in the latter year were returned to San Antonio, and have remained ever since. The Maverick Hotel, on the south side of Houston street opposite Jefferson, was built originally for the military headquarters and so used for a number of years. The post garrison has been a permanent institution of the city

almost continuously since the war. The troops were withdrawn to Austin in 1873, but came back when the department was moved to San Antonio. Various sites had at various times been offered for the construction of post headquarters, but none was accepted until early in the '70s, when Government Hill was chosen for that purpose and was thus given a name which means much in San Antonio. Construction work on the first buildings of this site was begun in the summer of 1877. Since then the Government has expended a great sum of money, and Fort Sam Houston, a name which was assigned to the post about fifteen years ago, is now one of the largest in the country, being division headquarters of the United States regular army. It is estimated that about a million dollars annually is distributed in the city of San Antonio through the military establishment. It is also worth noting that a number of the great military characters of the United States have at some time or other been stationed at San Antonio. It was usually while in the grade of lieutenant that they saw service in this section of Texas. Generals Robert E. Lee and Albert Sidney Johnston did their tour of duty in San Antonio. Grant was stationed there before the war, and among other names of national reputation are those of Twiggs, Hood, Sheridan, Shafter, Lawton and Scofield. In recent years, as an addition to the San Antonio military establishment, there has been laid out the Leon Springs Reservation as an extensive manœuvre ground and target range. While on this subject, it should not be forgotten that San Antonio was the rendezvous for the famous regiment of "Rough Riders" raised for service in the Spanish-American war.

Early in 1861 the military establishment was transferred to the Confederate Government, and the United States forces did not again occupy the city until the close of the war and the establishment of a provisional government. The war time in San Antonio as elsewhere was a period of neglect, when the improvements fell into disrepair and the city resources became impoverished. By 1866 San Antonio, in both its residence and business districts, was in a ripe condition to suffer severely from the cholera epidemic that visited it in that year, and the sacrifice of life from this scourge resulted in a revival of civic cleanliness and improvement in numerous ways. The proper cleaning of streets, filling in and paving and other sanitary measures inaugurated an era which eventually made San Antonio one of the cleanest and most wholesome cities of the South. It was in 1866 that the gas works were established and among other items of progress there was a revival of interest in private schools and efforts of a systematic nature to inaugurate free public schools. A view, perhaps somewhat optimistic, of the city about this time, is contained in the following extract from the Texas Almanac for 1867: "In San Antonio there are a large number of schools. At free school about two hundred pupils are regularly educated. A German and English school is admirably conducted, with about one hundred and fifty scholars, and a Catholic college has from two hundred to three hundred pupils. This college is for the education of young ladies exclusively. There are also many smaller schools. Two schools are devoted to the instruction of negroes. The city of San Antonio contains two Catholic churches, one Episcopalian, one Presbyterian, one Methodist

and one Baptist. This city is improving with great rapidity, not less than two hundred new buildings having been put up in this year or are now in process of erection. Five stone bridges span the streams in different parts of the city and suburbs. The population of San Antonio is about fifteen thousand, and rapidly increasing, consisting of about equal numbers of Americans, Germans and Mexicans, with a few French, Irish and Italians. In San Antonio is located the extensive tannery constructed by the defunct Confederate Government during the war at an immense cost. Five extensive flouring and corn mills are now in operation and another in course of erection. The markets are at Port Lavaca and Indianola, distant about one hundred and fifty miles, thirty of which are by railroad. The city of San Antonio is lighted by gas. An ice manufactory is in successful operation." At this point some mention should be made of the old educational institution that came into existence during the '50s and '60s. Many of the most successful men of San Antonio and other parts of the state acknowledge old St. Mary's College as their alma mater. It was founded by the Catholic Church in 1852, largely through the zeal of Father Odin, and the school was first conducted on the west side of Military Plaza, and in 1853 transferred to its present site on College Street. Under difficulties the school was conducted during the war and with only a short interruption during the cholera epidemic of 1866. The work of the college was from time to time improved and the institution held a distinctive place in old San Antonio until it was succeeded by St. Louis College in 1894, after which St. Mary's became a day school exclusively. Another Catholic institution is the Ursuline Academy, which was founded in 1851 and was the first school opened in that city and the second in the state for the education of young girls. Equally important with old St. Mary's as an educational institution was the German-English School, the corner stone of which was laid in 1859 on the west side of South Alamo Street. This school had been founded about 1855, and its activity was continued and it progressed until several circumstances combined to force it out of existence. The institution became burdened with debt, some years after the war the public schools began to compete and finally the introduction of the German language into the public schools resulted in the closing of the German-English school in 1897. The German-English school was but one of the various institutions originating with the German people of San Antonio, and others that should be mentioned are the Casino Association, the Turn Verein, the Beethoven Maennerchor, and others. The pioneer Protestant school for the education of girls in San Antonio is St. Mary's Hall, founded in 1865 by the Episcopal Church, but the epidemic of 1866 caused it to be abandoned and the work was not resumed until 1879.

During the decade of the '70s San Antonio became the chief wool market in the Southwest. It is recorded that a home market for wool was established, the first wool bought and warehoused in San Antonio in 1859. Previous to that time George Wilkins Kendall had established his sheep ranch above New Braunfels and had published his successful results with sheep husbandry. From that time the sheep industry assumed increasing importance in Southwest Texas. The vast ranges were occupied by sheep men and cattle men alike, and though their

relations were not always harmonious they recognized that they stood in close relation to each other as concerned the outside dangers that threatened their occupation. During 1874 the wool brought to market at San Antonio aggregated four hundred thousand pounds, and the following year about six hundred thousand pounds. Thus San Antonio became the market center for one of the greatest wool producing sections in the world, and continued as such until the reduction of the high protective tariff during Cleveland's second administration. This was a blow



FORT SAM HOUSTON, SAN ANTONIO

to the city's commercial prosperity and to the prosperity of Southwest Texas as well, the full results of which it would be difficult to estimate. Hundreds of sheep raisers were forced out of the business and one of the greatest sources of commercial profits was taken from San Antonio. During 1882-83, just after the subsiding of the cattle boom, the people of Texas went wild over sheep. In 1884 there were over nine million sheep in the state, but when the price of wool went down from twenty-five

or thirty cents a pound to ten or twelve cents, there was no profit in wool-producing sheep and the industry rapidly declined, though in later years there has been a revival in the raising of mutton sheep and the figures for the last census reported upwards of two million sheep in Texas. In 1882 it was estimated that a third of the total wool product of Texas was marketed in San Antonio, the receipts for that year being about seven million pounds.

The city of San Antonio contained, according to the census of 1870, 12,256 inhabitants, and the population figures for succeeding decades has been: In 1880, 20,550; in 1890, 37,673; in 1900, 53,321, and in 1910, 96,614. As to the composition of the population at the last census, there were over 10,000 negroes, the number of native whites was about 45,000, while the foreign born were about 17,000 and those of foreign or mixed parentage about 24,000. Of the foreign born the largest number were Mexicans, about 10,000; Germans were next, with about 3,400, and other foreign countries represented somewhat numerous were England, Canada, Austria, Russia, Ireland, Italy and Switzerland.

The decade of the '70s marked the beginning of a new era for San Antonio, when it was first placed in communication with the outside world by railroad. Though one of the oldest cities of America, the capital of a province for years and since its earliest history the concentration point for military and exploring expeditions, yet, after railroads began building in Texas, uniting its chief cities to the outside world with bands of steel, San Antonio remained long isolated. It was the last important point in Texas, if El Paso be excepted, which at that time was only a village, to be given railroad communication. The original Texas railroad, which had begun building at Harrisburg in 1851 and had reached the Colorado River at Columbus before the war, was continued during the decade of the '70s, and on February 19, 1877, the formal opening of the Galveston, Harrisburg & San Antonio was celebrated by an excursion train that carried many notable citizens to San Antonio. In the meantime the International & Great Northern Railroad had been extended to Austin in 1876, and in a year or so construction was resumed and the road was completed and put in operation as far as the Rio Grande in 1881. Since those two pioneer lines, San Antonio has become the center for several other roads which radiate in all directions. Most of the lines of the San Antonio & Aransas Pass were constructed during the '80s. This road was open from San Antonio southeast to Beeville in 1886 and in the following year had reached Corpus Christi. In 1887 the same road was extended north from San Antonio as far as Boerne and later to Kerrville. San Antonio secured another railway outlet in 1901, when the Missouri, Kansas & Texas was extended from San Marcos. Within the last five or six years San Antonio has been the headquarters for the railway building intended to develop the territory to the south and west. The chief of these lines is the San Antonio, Uvalde & Gulf, extending south through Atascosa County, while the Artesian Belt Line is also closely connected with the San Antonio transportation system.

A pleasing picture of San Antonio about the beginning of this railroad era is found in an article written by Harriet P. Spofford in 1877. Arriving in San Antonio from the snow-bound north in the month of March, when the town was a wilderness of blooming roses, hedging in

the gardens, latticing the verandas and clambering over the low roofs, she found a quaint beauty and interest at every turn. She describes the "sinuosities of the countless streets of San Antonio, which are a complete maze, and among which one may wander a year and yet find intricacies unknown before. The streets in the old part of the city are exceedingly narrow, and by no means clean, and the sidewalks are narrower yet and worn in ruts by the tread of many feet. Many of the buildings on those streets are of adobe, all of them a single story in height, most of them with galleries, as the veranda and piazza and porch are called. Some of them have a curious front, the walls projecting a couple of feet above the line where eaves should be and pierced by rainspouts, forming a breast-work behind which the defender lay protected while through the rainspouts firing down into the streets which, in the furious old times that this town has known, with now one master and now another, were wont to run with blood. Narrow as the streets are, they are incumbered in every way and made still narrower. Here the incumbrance is carts full of huge blocks of unhewn stone, which are handled by brawny Mexicans and negroes, without derricks, and which the citizens patiently submit to be cut in the street day by day instead of in the stonecutter's yards. Here it is a train of clumsy Mexican wagons covered with canvas, drawn by oxen whose yokes are bound upon their horns, thus occasioning every jolt to jar the brain and shortening the term of service of the stoutest beast. Often the main plaza is entirely covered with these teams, the great ox lying all day in the sun there."

This writer found San Antonio still a Spanish town, "and the only one where any considerable remnant of Spanish life exists in the United States." "It is true that there are large numbers of Germans, French and Poles here, that no shopkeeper employs a clerk who cannot deal with at least two of these nationalities besides his own, and the place is in a manner cosmopolitan; but Spain is at the foundation of the whole of it." Of San Antonio as a commercial center, this writer finds its contributing wealth consists in the great cattle ranches, but more still in the sheep husbandry. The wool clip "makes San Antonio one of the leading wool markets of the world, while the amazing increase renders it probable that she will soon become the chief. Her trade in hides is also immense, and she has merchants who do a business in general merchandise running largely into the millions every year. She is now the natural entrepot of a vast trade, not only with the states, but with that great and rich region of country lying farther to the west, that region just beyond the frontier."

Within a few years after the first railroad the process of modernizing San Antonio in harmony with the requirements of commercial enterprise had begun. In 1882 it was said, that while the older streets still bore the impress of their Spanish origin, being narrow, crooked and quaintly foreign in appearance, the modern streets were marked by handsome parks, broad avenues, stately mercantile houses, gas works, a street railway, water works, churches, and besides private schools there were four large ward schools and a central high school. At the present time San Antonio has seventy-five miles of electric street railways, traversing all important parts of the city and reaching well out into the suburban territory. The first street railroad, extending from Alamo Plaza to San

Pedro Springs, was begun in February, 1878, and within a few years other lines followed, reaching to the west end and to Hot Wells. In 1890 the old mule cars were replaced by the electric trolley cars. San Antonio now has a complete water works system, the supply being drawn from artesian sources. Previous to the building of the waterworks the city had depended upon the irrigation ditches and wells. When the first contract for the construction of waterworks was made in 1877, the supply was drawn from the headwaters of the San Antonio River, and the plant was constructed by July, 1878. It required considerable time to educate the people to use the waterworks, but as years went by the older residents were weaned from the river and creek which early writers say were so commonly used for bathing and laundry purposes. In the older sections of the city the narrow, crooked streets have presented a tremendous problem for improvement and modernization. From the earliest times Commerce Street was the main thoroughfare of the city, and at this writing is in the process of being widened, at an expense borne partly by private subscriptions, partly by individual property owners and partly by city funds and districts bonds, amounting to nearly a million dollars. Houston Street, which until recently has been the widest business street and sharing with Commerce the honor of a principal commercial thoroughfare, is a comparatively new street. A few years ago it still had a number of one and two-story business blocks, typical of the older town, but beginning with the Moore and Hicks buildings, which were the first complete and large office buildings in the city, this street has since been rapidly built up on both sides with modern structures including the new Gunter Hotel and several office buildings from six to ten stories in height. Besides the widening of Commerce Street, the west end of Houston Street has also undergone similar improvements and other streets have been subjected to the same process. The windings of the San Antonio River and of San Pedro Creek necessitate numerous bridges. Before the war there was only one wooden bridge across the river, on Commerce Street, and the construction, during the Modern era, of about twenty iron bridges besides a total of over two thousand small bridges, culverts and other similar structures within the city limits, illustrates how remarkably the city has been improved during the last thirty or thirty-five years. San Antonio takes special pride in its parks and plazas, which have an aggregate area of about three hundred and fifty acres. The largest in area is Brackenridge Park, which contains 200 acres and in point of natural beauty is not excelled by any city park in the country.

Commercially, San Antonio has a large jobbing and wholesale trade and is the distributing point for a western and southern territory as large as the State of Ohio and also does a large business with Mexico. It has over three hundred manufacturing plants, including foundries and machine shops, cotton compresses and oil mills, soap factories, saddle factories, food product, clothing, sash and blind and other enterprises and also two of the largest breweries in the South. Financially its seven national banks, four state banks, five trust companies and four private banks with deposits aggregating between seventeen and eighteen millions of dollars furnish a commercial medium and resources for a large bulk of the business transacted in Southwest Texas.

The description already quoted of San Antonio in 1877 would do justice to only part of the city of today. Not only have the material features changed, but an equally great change has been wrought in the spirit and ideals of the civic community. San Antonio is a railroad center, is a military headquarters, is a focal point in the livestock industry and the market of the rapidly increasing agricultural area, is a manufacturing and jobbing center, has schools of every kind and grade, and in many respects its public improvements and service are not surpassed in any city of the state. While other cities can claim similar facilities and advantages, San Antonio also retains the quaint and distinctive character which it had before the railroads broke its isolation. Though the modern era began with the building of the first railroad, the city has not become completely revolutionized since then. "San Antone" was a prosperous, a growing and a substantial city during the stage-coach days. The activities that made it prosperous then have not disappeared.



GUNTER HOTEL, SAN ANTONIO

New ones have come and progress is to be seen along all lines, but much of San Antonio's present greatness originated in older days. The military post and department has for more than half a century been a source of steady income and a prominent feature of the social life of the city. As San Antonio was the outfitting and supply point for all the country south and west to the Rio Grande from the time of the Mexican war, so in later years it has been the chief market and metropolis of the same district, although railroad facilities have completely changed the methods and many of the characteristics of the business. It is still the chief city of the Southwest Texas cattle country, and, in spite of rapid agricultural development, one of the largest expanses of real cattle country to be found in the United States lies behind San Antonio, and the city shares in the profits of this industry.

One of the largest elements in San Antonio's prosperity in recent years has been the tourist business. Before the railroad era San Antonio attracted travelers, some of whom were wonderfully observing and con-

tributed something of permanent value for future knowledge of the town. However, it was only those impelled by the real spirit of travel who would dare the rough riding on a stage and the multitude of other inconveniences that went with a visit to the Alamo city. The inconsiderate tourist was less in evidence then. Modern railroad trains have bred a new race of traveling public and the annual rush of travelers to San Antonio in recent years has been such that for about six months of each year the normal population of the city is increased by the presence of between ten and twenty thousand transit and visiting residents. A conservative estimate of the wealth brought through this channel to San Antonio would not fall short of four or five million dollars annually. Some of the most prominent features of San Antonio are its magnificent hotels and its almost innumerable small hotels, rooming houses and other accommodations for the tourist. Until about five years ago the city had very inadequate provisions in the way of hotels to offer travelers. The old Menger Hotel on Alamo Plaza has been in existence for over half a century, and is one of the most famous hostelries in the Southwest. Since 1909 several modern hotels have been built, the largest of which are the St. Anthony, representing an investment of nearly two million dollars, and the Gunter, which is one of the finest hotel structures in Texas. A large part of the annual throng of visitors to San Antonio are attracted by its advantages as a health resort. Many years ago George Wilkins Kendall quoted the saying, "If you want to die in San Antonio you must go somewhere else," and every writer since that time has referred enthusiastically to the climate as one of the city's chief charms. The official records of the weather bureau furnishes statistics indicating that the climate of San Antonio during the winter season is equal to that of Los Angeles, with the added advantage that San Antonio has no real "rainy season."

KENDALL COUNTY

Kendall County, created and organized in 1862, being taken from the adjoining counties of Blanco and Kerr, had as its first settlers a number of the German colonists who began establishing their homes in this section of Texas during the decade of the '40s. At the census of 1910 nearly a fourth of the total population was composed of either native Germans or the second generation of native born inhabitants of that country.

About one-third of the area of Kendall County is in the fertile valleys of the Guadalupe and Cibolo rivers and their tributaries, while the rest of the surface is of broken and high uplands, chiefly suitable for grazing. The agricultural resources are still relatively of much less importance than livestock grazing and in recent years, since building of the railroads, the climate and the elevated and picturesque landscape have been the means of bringing in a large number of tourists, and Boerne is particularly well known in Southwest Texas as a resort.

The population of the county in 1870 was 1,536; in 1880, 2,763; in 1890, 3,826; in 1900, 4,103, and in 1910, 4,517 (253 negroes). At the last census there were 344 native Germans and 710 of German parentage. The principal town in the county is Boerne, the county seat, with a population in 1910 of 886. In June, 1887, the San Antonio & Aransas Pass

Railroad was completed to Boerne from San Antonio and during the next two years was extended on through the county to Kerrville. The two older towns of the county, Boerne and Comfort, are both located on this railway, and later two villages have sprung up around the stations at Waring and Welfare. Kendalia and Sisterdale are two rural towns that for a number of years have been centers of settlement. Near the north edge of Kendall County is Mount Alamo, located on one of the highest points of the Guadalupe Mountain range. Recently San Antonio and Fredericksburg capital and enterprise have undertaken the construction of what is known as the San Antonio, Fredericksburg & Northern Railroad, from Fredericksburg Junction in Kendall County north through Mount Alamo where it passes through a 900-foot tunnel, on to Fredericksburg. Mount Alamo is being improved as a mountain resort.

In 1870 the taxable values in Kendall County were \$330,776; in 1882, \$908,623; in 1903, \$2,010,544; in 1913, \$3,709,981. On the luxuriant native grasses of Kendall County the cattle and sheep industry has prospered for many years. In 1882 the county had about 12,000 cattle and 27,000 sheep, besides numbers of other livestock. The industrial interests at that time were almost entirely of a local character, including a saw-mill or two, a couple of flouring mills and some cotton gins, these industries indicating the chief resources outside the grazing of livestock. With a total area of 382,720 acres, the census of 1910 reported 371,569 acres included in farms, but only about 30,000 acres in "improved land," as compared with about 22,000 acres in 1900. The number of farms in 1900 was 542 and in 1910, 617. Livestock interests in that year were 16,112 cattle, 4,600 horses and mules, 12,893 sheep, 7,710 goats and 23,016 poultry. The crop acreage in 1909 was divided as follows: Corn, 5,640; oats, which is regarded as the surest crop, 4,451; cotton, 6,964; hay and forage crops, 3,444; wheat, 792, while about 21,000 trees were enumerated under the classification of orchard fruits, and about 12,000 pecan trees.

KERR COUNTY

Kerr County was created from Bexar County in 1856 and organized the same year with an area considerably larger than at the present time, a part of its territory having been taken to form adjacent counties. The nucleus of settlement was originally Germans, a part of the same wave of German colonization that peopled New Braunfels, Fredericksburg and other sections of Southwest Texas. In 1857 it was estimated that Bexar County had about three hundred Germans, and there were few other nationalities represented in the county at that time. At the last census the inhabitants of German birth or parentage numbered about four hundred, though the statistics would not include many descendants of the original German settlers, but with the most liberal estimate Kerr County is less characteristically German than other counties in this part of the state. The last census also showed about three hundred Mexicans, and there were a number of Mexicans settled in that county during the '60s.

For many years Kerr County was on the frontier. It has a very rugged topography, no prairie land and its surface is divided between hills and valleys, the general elevation being about fifteen hundred feet

above sea level. During and following the Civil war this rough country was a favorite haunt for a number of outlaws, and a number of acts of violence were reported arising chiefly from a deep-seated hostility between the Mexicans and other elements of local population. Close to the southern boundary of the county, on the headwaters of Bandera Creek, is the site of old Camp Verde, one of the stations of the United States soldiers along the western frontier of Texas before the war. During the '50s the Government attempted an interesting experiment in substituting camels and dromedaries for mules and oxen in the transport service over the Southwestern plains. A brief reference to this experiment as it related to Camp Verde is found in Cordova's "Texas," published in 1858: "At Camp Verde is the headquarters of the camels and dromedaries imported by the Government some years ago into this state for the purpose of trying the experiment how they would answer the purposes of transport on the great sandy plains in the extreme west of the state. * * *. At last account they were on their journey, heavily laden, to the extreme frontier of New Mexico. * * *. There are now employed nineteen dromedaries and thirty-two camels on the frontier. The climate agrees with them admirably."

The population of Kerr County in 1870 was 1,042; in 1880, 2,168; in 1890, 4,462; in 1900, 4,980, and in 1910, 5,505 (248 negroes). The oldest towns in the county are Kerrville, the county seat, and Center Point, each of which was estimated to have about 200 inhabitants in 1882. About 1889 the San Antonio & Aransas Pass Railroad, which had been constructed as far as Boerne in 1887, was extended to Kerrville, and that has been its northern terminus ever since. Kerrville has thus become the chief town and distributing point of supplies for a vast district to the north, west and south. In 1890 its population was 1,044; in 1900, 1,423, and in 1910, 1,843. Center Point, on the Guadalupe River, is the town center for one of the largest agricultural districts in the county.

Owing to the limited valleys and the rough and rocky hills which are the characteristic feature of the topography, especially in the northern part of the county, the chief industry has always been cattle and sheep raising. In 1882 the county had about 15,000 cattle and 27,000 sheep, besides about 4,000 goats and other livestock, and the livestock was at that time valued at about a third of the entire assessed property. The livestock in 1910 comprised 30,091 cattle, about 4,800 horses and mules, 8,701 hogs, 40,556 sheep and 29,644 goats. These statistics show that the county is one of the chief centers in modern times of the sheep and goat industry. The total area of Kerr County is 766,080 acres, and the last census reported over 700,000 acres included in farms, but of this only about 32,000 acres were "improved land," as compared with about 25,000 acres in 1900. The number of farms was 569 as compared with 506 in 1900. The chief crops, represented by acreage, in 1909 were: Oats, 7,422 acres; corn, 5,346 acres; cotton, 3,705 acres; hay and forage crops, 3,383 acres; wheat, 2,753 acres, and the horticultural interests were indicated by about 15,000 orchard fruit trees and 5,000 pecan trees. Irrigation has been attempted to a limited extent along the Guadalupe River and also from wells, and the success hitherto demonstrated indicates large possibilities for the future. In 1870 Kerr County had taxable property valued at \$214,375; in 1882, \$841,535; in 1903, \$2,369,949, and in 1913, \$4,218,010.

GILLESPIE COUNTY

Fredericksburg, the county seat, was one of the towns established by the early German colonists in Southwest Texas and, owing to its long isolation from railroads, Gillespie County has retained the social and industrial characteristics of German people perhaps to a greater degree than any other section in the state originally settled by them. The systematic immigration of German people to Texas was proposed in the early '40s, and among the members of the nobility who gave practical shape to the plan was Count Castell of Mainz. In 1842 a society was constituted by a number of German princes and counts "for the purpose of buying estates in the Republic of Texas." This organization subsequently became best known under the name "Mainzer Adelsverein." The most prominent agent of this society was Prince Carl Solms-Braunfels, under whose supervision the first ship load of immigrants was landed on the



MENGGER HOTEL, SAN ANTONIO

coast of Matagorda Bay in November, 1844, and during the following year settled in Comal County at what is now New Braunfels. The vicissitudes which pursued the colony have been described elsewhere, and Prince Solms eventually became so involved in debt, from the loans he had obtained in order to promote the enterprise, that he was arrested, and in 1845 was succeeded by a better financier, John O. Meusebach, whose executive ability and energy proved the salvation of the colony. After providing for the colony at New Braunfels, and in anticipation of the arrival of about four thousand immigrants in the fall of 1845, Meusebach bought on credit ten thousand acres of land, eighty miles northwest of Braunfels, on the Pedernales River, out on the border of the Indian country. This was laid off into small lots, and became the site of Fredericksburg, the actual forming of which town was in 1846. The 5,000 German immigrants who landed on the Texas coast during 1845-46 endured inconceivable hardships. The war between the United States and Mexico had begun and the country was stripped of provisions and means of transportation by the army. Pestilence befell those

encamped under the hot sun along the coast, many died and wretchedness overtook all. Of the survivors, many reached the German settlement, many settled as laborers in American towns and with some of them Meusebach founded Fredericksburg.

In 1848 Gillespie County was set off from Bexar and Travis counties and was organized in the same year. In 1850 its population, according to the figures of the Federal census, was 1,240 and the Town of Fredericksburg was credited with 754. Practically all the inhabitants were Germans, and Fredericksburg being off the main route of travel long retained all the peculiarities of German custom and culture. The inhabitants were noted for their sturdy and industrious habits, and among other things they took with them to the frontier wilds of Texas the German love of music, and an early traveler in that region commented upon the anomaly of a piano on a dirt floor, and the music of Beethoven or Mozart was frequently echoed by the howl of wild animals.

In 1870 Gillespie County had a population of 3,566; in 1880, 5,228; in 1890, 7,056; in 1900, 8,229; in 1910, 9,447 (116 negroes). Slavery was never a popular institution among the German colonists. The last census enumerated in the county, 592 native Germans and 1,749 of German parentage. The German element is much larger than these statistics would indicate, since the older families would not be classified except as native Americans. In 1882 it was estimated that fully seventy-five per cent of the population were German. In a report on the county for that year, among other items, there is mention of a well organized and active agricultural society and also the introduction of a new industry in the raising of Angora goats. Fredericksburg was credited at the time with a population of 1,250, and Willow City, the other important town, had about 250 inhabitants. There were five steam flouring mills, two sawmills, nine cotton gins and several wagon and farm implement factories, while a water-power mill on the Pedernales River was mentioned as having been run for more than twenty-five years. At that time Fredericksburg had a Catholic school, a Methodist college and there were a number of public schools and churches in the county. The livestock interests included about 29,000 cattle, about 40,000 sheep and goats, over 5,000 horses and mules and about 6,000 hogs. The county is situated in the foothills of the Guadalupe Mountains and much of its surface is broken and undulating. The mountain scenery and invigorating climate have for a number of years made Fredericksburg and vicinity noted as a health resort, though situated at some distance from the railroad. The character of the country is such that stock raising has been the most profitable industry, although for many years inhabitants have raised crops of cotton, wheat, corn and fruits, most of the field crops being consumed at home. The numerous valleys afford a large acreage for agriculture and irrigation has been tried on a limited scale. The county has much mineral land, as yet undeveloped, including deposits of iron, zinc, copper, asbestos, lead and graphite, besides a large amount of building stone, some granite being quarried for commercial purposes.

The total area of Gillespie County is 709,760 acres. The last census reported 669,081 acres included in farms, with 72,000 acres in "improved land" and 1,360 farms. The amount of improved land in 1900 was about 57,000 acres and the number of farms 1,153. The livestock enu-

merated comprised 39,458 cattle; about 9,300 horses and mules; 10,727 hogs; 33,623 sheep; 8,674 goats and 38,675 poultry. The leading crops are indicated by the acreage planted in 1909, as follows: Corn, 11,158; cotton, 32,480; hay and forage crops, 7,000; oats, 2,999; wheat, 1,445, and about 600 acres in potatoes, sweet potatoes and other vegetables. The German residents have for many years cultivated fruits largely for the home demand, and the last census reported about 37,000 orchard fruit trees, 17,000 pecan trees, the pecan crop being almost equal in value during one season a number of years ago to the cotton crop, and about 7,000 grape vines.

The value of property in the county in 1870 was assessed at \$691,911; in 1882, \$1,282,795; in 1903, \$2,793,735, and in 1913, \$5,807,690.

During the last two or three years the building of a railroad to penetrate Gillespie County has been undertaken, and quite recently service has been inaugurated over the San Antonio, Fredericksburg & Northern from a point on the San Antonio & Aransas Pass in Kendall County to Fredericksburg. While this road was constructed to furnish Fredericksburg with railway facilities, it is primarily a scenic railway, and will place the beautiful scenery and many other attractions of the Guadalupe Mountains within convenient reach of San Antonio with its large permanent population and its thousands of tourists.

BANDERA COUNTY

Bandera County was created from the Bexar district on January 26, 1855, and was organized the following year. The following description of the county and its interests in 1858 is found in Cordova's "Texas:" "Its county seat is Bandera, situated on the northeast bank and in a bend of the Medina River. The Bandera Creek enters the river from the north, about one mile below the town. Near the head of this creek is Camp Verde (in Kerr County), twelve miles from the town, at present occupied by a company of United States troops under the command of Captain Palmer. The town is surrounded by a range of mountains from five to fifteen miles distant. At a distance of two miles to the southwest of the town there is a beautiful peak, while to the northeast at a distance of about five miles is another peak, and the river flowing for two miles in front of the town in a northeast course, as if running from one peak to the other, gives the town a very picturesque appearance. Three years ago (1855) this county was entirely unoccupied; now it contains within the limits of the townsite over fifty families, besides a great number of farms in its immediate vicinity. This is to be attributed to the energy of its enterprising proprietors, who own not only the townsite but also about 15,000 acres of land in the immediate vicinity."

A view of the county ten years later is found in the Texas Almanac for 1867: "This county lies west from Kerr, is a stock growing county of no remarkable pretensions, but contains fifty families, most of whom live at the county seat, Bandera City. The city, so called, is composed chiefly of a court house, a church, a schoolhouse, a blacksmith shop, two stores, a tavern or hotel and quite a number of framed houses. Bandera City is situated immediately on the Medina River, the valley of which beautiful stream is rich and productive of wheat, rye, oats and corn.

There is good cypress and cedar timber upon some of the tributaries of the Medina. There is a society in Bandera, the members of which seem to live together in much peace and harmony. They are called Mormons and are, I think, most of them of Polish descent. There are some good farms in Bandera County, and quite a number of fine sheep. Hogs and cattle are doing well. There is a regular mail from San Antonio to Bandera, a distance of thirty-five miles."

For many years Bandera County was on the border, and was the scene of some of the troubles which vexed the state and national authorities for a number of years following the Civil war. The source of these troubles was ascribed variously to Mexican outlaws, American outlaws, to Indians and to the conflicting interests of cattle men and sheep men. One illustration of conditions that prevailed more or less over all the country west and south of San Antonio to the Rio Grande is of particular pertinence to Bandera County. At a meeting of the citizens of the county in March, 1868, resolutions were adopted, which are quoted in part as follows: "That the General commanding the Fifth Military District be hereby memorialized; that our citizens are being frequently murdered by a remorseless foe, that our property is forcibly wrested from us and our minds are constantly harrowed by painful apprehensions of impending danger. That since the removal of the cavalry from Camp Verde we are without any protection. * * * At this time (the autumn of 1867) the Valley of the Hondo was partially settled by industrious farmers and stock raisers. From this time until about the middle of January, 1868, the people of Bandera County enjoyed a season of comparative quiet. Under encouraging appearances about twenty persons pre-empted little farms with a view of immediately improving and establishing their families and homes upon them. About the middle of January the Indians again commenced their work of murder. At this time they attacked the house of Mr. Barnes on the Hondo, wounding him and burning his house, corn and other property. On the ensuing day the same party killed a youth, the son of Mr. Hardin, at the head of Verde Creek, and also stole from the town of Bandera four horses. In consequence of these new and daring outrages, the settlements on the Hondo are broken up; the settlers have abandoned the property they could not carry with them and have removed their families to places of greater security. Those who had pre-emption claims, with a view of settling, abandoned the idea until they can feel more confident of efficient protection. About the first of February a party of six or eight Indians entered the town of Bandera and stole therefrom eight horses; in some instances breaking open the stables. We learned that the upper settlements of the Sabinal are being broken up. A number of excellent families in the neighborhood of Bandera are, in consequence of continued outrages, preparing to leave the country."

The border conditions passed away during the decade of the '70s and Bandera County, though isolated from railway communication, has since been the home of a peaceable and industrious population, largely engaged in stock raising. The population of the county in 1870 was 649; in 1880, 2,158; in 1890, 3,795; in 1900, 5,332, and in 1910, 4,921 (34 negroes). While a number of the early settlers were of German stock that element is not strongly represented at present. The assessed value of property

in the county in 1870 was \$112,548; in 1881, \$521,561, about 40 per cent being represented by livestock; in 1903, \$1,534,295, and in 1913, \$2,785,235. Recently about 180 square miles has been taken from the county of Bandera in the creation of the new County of Real.

A description of the county and the general economic conditions of 1882 are described by partial quotations from a report on Texas counties in that year: "In Bandera, although it forms part of the 'high plains,' the monotony of that level, treeless prairie is broken by rugged and mountainous scenery. The upper portion is crossed by ranges of mountains, covered with forests of cedar and a dense undergrowth. Many clear, rapid streams have their sources in these highlands, and flow down the wide valleys toward the southeast, forming the headwaters of the Medina and Frio rivers. The Hondo and Sabinal are the largest of these. The precipitous descent and strong, swift current of these streams present the most favorable conditions for utilizing water power on a



BEXAR COUNTY COURTHOUSE

large scale and being situated in the midst of a fine wool growing district the opportunities for making the manufacture of wool a profitable business are unusually good.

"Sheep raising is the principal industry; 34,000 head keep fat all the year round. The hilly nature of the ground in many parts of the country and the character of the undergrowth makes the raising of goats a profitable investment. As yet there are only 3,372 in the county. They are of the common sort, but attention is being turned to the improvement of the breed. The other stock in the county numbers as follows: Cattle, 14,609; horses and mules, 2,483; hogs, 2,376. Agriculture, though much neglected and hitherto carried on in a small and very primitive way, is beginning to attract more attention since the adaptability of the soil to cultivation has been proved. About 4,000 acres, lying principally along

the river bottoms, is at present under cultivation, in farms of an average acreage of twenty-five acres. Probably one-third of the county is covered with timber. Bandera is the only town, it has 600 inhabitants and a good free school, which is conducted as a pay school during a portion of the year. Medina and Pipe Creek, small villages of twenty-five inhabitants each, have sprung up lately and are of considerable importance as centers for the growing settlements around. San Antonio, fifty miles distant by good wagon road, is the nearest trading point. Nearly all the cotton and wool raised in the county are marketed there. Transportation is 40 cents per hundred pounds."

The total area of Bandera County is 629,120 acres. The last census reported 475,923 acres in farms and of this about 37,000 acres as "improved land" as compared with about 28,000 acres in 1900, and during the same decade the number of farms increased from 712 to 774. The livestock enumerated was 15,308 cattle, about 5,500 horses and mules, 5,927 hogs, 42,247 sheep, 73,853 goats, the goat industry in the last thirty years having become predominant in this section. In 1909, 9,430 acres were planted in corn, 5,474 acres in cotton, 2,981 acres in oats, 2,988 acres in hay and forage crops and about 23,000 orchard fruit trees were found and about 10,000 pecan trees.

REAL COUNTY

Lying just west of Bandera and Kerr counties, a portion of which territory was taken for its creation, Real County was created and organized in 1913, and is one of the smaller counties of Southwest Texas, having a total area of 700 square miles. Of this about one hundred and eighty-four square miles was taken from Bandera, forty-five from Kerr and the remainder from Edwards County. A branch of the Nueces River forms a portion of its western boundary and in the eastern section is the east fork of the Frio River, along which there has for the past ten or fifteen years been some limited enterprise in irrigation farming. It is in the Valley of the Frio that the Town of Leaky is located, formerly one of the towns of Bandera County, and the county seat of the new organization. Owing to its recent organization, there are no further statistics covering this county.

EDWARDS COUNTY

Created from Bexar County in 1858, but unorganized until 1883, Edwards County stands first among Texas counties in the number of its goats and the value of its wool clip. Its surface, comprising rolling plains in the northwest portion, rugged mountainous scenery in the south half with many rich valleys along the headwaters of the Nueces River, is particularly adapted to goat and sheep raising, and for many years that has been the primary industry. The county is also noted for its kaolin beds, which are the largest in the state, and other mineral resources which have been undeveloped on account of lack of transportation are deposits of silver, iron, sulphur and coal.

The county has no large towns, the county seat being Rock Springs, situated at the point of origin of one branch of the Nueces River. About

five hundred square miles of the original area of the county was subtracted in 1913 and is now in the new county of Real. The nearest railroad is the Southern Pacific, about twenty-five miles south of the south boundary. A branch of the Kansas City, Mexico & Orient has been surveyed from San Angelo south to the Rio Grande, crossing the northwest corner of Edwards County, and is now in course of construction.

The population of Edwards County in 1880 was 266; in 1890, 1,970; in 1900, 3,108, and in 1910, 3,768. The only important element of foreigners are the Mexicans, a large number of whom are employed on the sheep ranches as herders. In 1903 the assessed valuation of property in Edwards County was \$2,140,106; in 1913 the valuation, including that for the area subsequently attached to Real County, was \$4,518,458. Edwards County occupies an immense territory, even since Real County was formed. Its area in 1910 was 1,505,280 acres, and the greater part is fenced into immense sheep ranches. Ten years ago the area under



CITY HALL, SAN ANTONIO

fence was estimated at about two-thirds of the total, a large portion of the land being leased from the state for grazing purposes. The number of farms or ranches were 455 in 1910, and 349 in 1900. There are very few farms in the usual sense of that term, and the amount of "improved land" in 1910 aggregated only 8,684 acres, as compared with 5,104 acres in 1900. Agriculture is in its infancy and a few hundred acres are cultivated by irrigation along the Nueces River. The acreage put in corn in 1909 was 1,865; in hay and forage crops, 1,509, and there was a limited acreage in cotton, kaffir corn and milo maize, oats and wheat. The last census reported about 8,000 orchard fruit trees and about 13,000 pecan trees. The livestock interests, comprising the greatest source of wealth, were enumerated at the last census as follows: Cattle, 65,497; horses and mules, about 8,000; hogs, 16,002; sheep, 120,455, and goats, 325,842.

KIMBLE COUNTY

This county was formed from Bexar County in 1858, and was organized in 1876. The north and south forks of the Llano River have their

junction near Junction City, the county seat, and the general surface of the country is high and rugged, but with broad and beautiful valleys lying along the various water courses. A large part of the area is wooded, the pecan being a native tree in abundant numbers and furnishing a large crop of nuts. The luxuriant growth of Mesquite grass has made the county specially valuable for stock grazing, which is the chief industry, though farming has made much progress along the valleys.

The first settlers came into this county along the valley of the Llano and under the protection of old Fort Mason, in the adjoining county of Mason, before the war, but Indian hostilities and its frontier position kept conditions extremely unsettled for a number of years. In 1870 the census gave the county only seventy-two inhabitants, but during the following decade the stockmen came in large numbers and the population in 1880 was 1,342; in 1890, 2,243; in 1900, 2,503, and in 1910, 3,261.

In 1882 the county had only one town, Junction City, with a population of about 250, and the trading center for all the district surrounding. The stock interests at that time comprised in round numbers 33,000 cattle, 32,000 sheep, 4,600 goats and about 5,000 horses, mules and hogs. The sheep were raised for their wool, and San Antonio was the principal market. The raising of goats at that time was a comparatively unimportant industry and the introduction of the Angora breed came later.

The value of property returned by the assessors in 1882 was \$1,189,866, nearly half being represented by the value of livestock; in 1903, \$1,680,797, and in 1913, \$2,634,286. The county has no railroads, Kerrville being the nearest shipping point, and the small villages outside of Junction City are London, Knoxville, Roosevelt, Segovia.

The livestock interests at the last census were reported as follows: Cattle, 31,969; horses and mules, about 5,500; hogs, 8,687; sheep, 44,889, and goats, 56,456. The county has a total area of 832,640 acres, and about four-fifths are enclosed in ranches and small farms, upwards of 200,000 acres being included in immense sheep and cattle pastures. The number of farms in 1910 was 415, as compared with 271 at the preceding census. The amount of "improved land" in 1910 was about 17,000 acres, and about 14,000 acres in 1900. Along the valleys considerable capital has been invested in irrigation plants, and upwards of 4,000 acres are now under ditch. The last census reported 59 farms as irrigated, with a total acreage of about 2,200. In 1909, 2,985 acres were planted in cotton, 2,657 acres in corn, 1,650 acres in hay and forage crops, and other crops were kaffir corn and milo maize and oats. About 9,000 orchard fruit trees were enumerated and about 84,000 pecan trees, the pecan crop being a large asset in the total production of the county.

MEDINA COUNTY

Lying just west of Bexar County, the Southern Pacific Railroad passing centrally through it, Medina County takes its name from the Medina River which flows through the northeastern part and is the only perennial stream in the county. Medina county was created from Bexar County and organized in 1848, and was one of the important centers of German colonization in Southwest Texas.

Under the law of 1841 authorizing colonial contracts and grants, Henry Castro entered into a contract in January, 1842, and obtained a tract of land situated four miles west of the Medina River, and subsequently bought from private parties the land up to the Medina, thereby securing a front on a running stream of water. During the next five or six years Mr. Castro, who was an educated and most accomplished gentleman, brought over from Alsace and the Rhine provinces of Germany about seven hundred immigrants, and these colonists were usually distinguished as the Alsatian Colony, though most of them were Germans with some admixture of French stock. The principal settlement of the colony was at Castroville, near a ford on the Medina River. At the census of 1850 Medina County had a population of 909 and the town of Castroville 366. A description of the town and county in 1856 makes the following comments: "The court house is a substantial building; there is also a Catholic and a Protestant church, the former of which is an elegant stone building, and would be creditable to a wealthier community. Three large stores, several smaller ones, a brewery and an



CHURCH OF SAN FERNANDO

excellent water-power grist mill, all doing good business, indicate thrift and prosperity. The principal wealth of this county arises from corn planting and raising cattle, horses, hogs and poultry, for which a ready market is found in the military posts farther west. The hauling of stores and subsistence for the army is also an important and profitable branch of business. Three settlements, Quihi, Vandenburg and D'Hanis, are west of Castroville and improve fast."

The traveler Olmsted on his journey from San Antonio to Castroville in 1857, found the intervening country almost unoccupied. "Castroville is a village containing a colony of Alsations, who are proud here to call themselves Germans, but who speak French or a mixture of French and German. The cottages are scattered prettily, and there are two churches, the whole aspect being as far from Texan as possible. Castroville was founded by Mr. Henry Castro, a gentleman of Portuguese origin, still resident in the town, under a colony contract with the Republic, which passed the Legislature February 15, 1842. The enterprise seems to have been under the special patronage of the Roman Catholic Church. Every colonist was a Catholic and the first concern

was the founding of the church edifice, the corner stone of which was laid ten days after their arrival by Bishop Odin, of Galveston. By the contract with the colonists each person was to receive a town lot and a piece of outlying land as a farm. By the contract with the state 2,000 persons were to be introduced within two years. An extension of two years was granted in 1845. Mr. Castro was to receive a quantity of land equal to one-half of the whole taken by the colonists, to be located in alternate sections, with the state's reserve.

"Seven hundred persons came first in seven ships. Assembling at San Antonio, the advance party started for the Medina, September 1, 1844. One board building was carried in carts, and in it were housed the temporary provisions. The settlers built themselves huts of boughs and leaves, then set to work to make adobes for the construction of more permanent dwellings. Besides bacon and meal, paid hunters supplied abundant supplies of game, and within a fortnight a common garden, a church, and civil officers, chosen by ballot, were in being, and the colony was fully inaugurated. After struggling with some difficulty, it is now a decided success. The village itself contains about six hundred inhabitants and the farms in the neighborhood several hundred more.

"Beyond Castroville there are two small villages, settlements of German colonists, mostly from the west bank of the Rhine; one, Quihi, on Quihi Creek, a branch of the Seco, the other D'Hanis, upon the Seco itself. A third, Vandenburg, has been lately deserted by most of its inhabitants, after they had built themselves houses and brought a considerable quantity of land into cultivation, because the creek on which they depended for water was found to fail in summer. Quihi is a scattering village of ten or twelve habitations, one of them a substantial stone farm house, the others very picturesque, high-gabled, thatch-roofed, dormer-windowed, white-washed cottages, usually artistically placed in the shade of large, dark live-oaks. The people seem to have been successful in their venture, to judge by various little improvements they are making and the comforts they have accumulated. D'Hanis, distant some twenty miles from Castroville, presents certainly a most singular spectacle, upon the verge of the great American wilderness. There are about twenty cottages and hovels, all dug in much the same style, the walls being made of poles and logs placed together vertically and made tight with clay mortar, the floors of beaten earth, the windows without glass, the roofs built so as to overhang the four sides and deeply shade them, and covered with a thatch of fine brown grass. There is an odd little church, and the people are rigid Catholics, the priest instructing the children. This was a second colony of Mr. Castro, established in 1846, but he here appears to have done little else than point out the spot and assign the lands to the colonists. They suffered many hardships during the first year, depending partly on the Government post for provisions, and for two years lived on game and weeds for the most part." Along the Hondo River in the northwestern part of the county was a military post known as Fort Lincoln in 1858.

In 1870 Medina County had a population of 2,078; in 1880, 4,492; in 1890, 5,730; in 1900, 7,783; in 1910, 13,415. At the last census there were about 5,000 Mexican people in the county, and those of German birth or German parentage numbered about 1,300, while there were also

449 negroes. The county seat remained for many years at Castroville, which is close to the east line of the county, but after the construction of the railroad was moved to Hondo, more centrally located. The Southern Pacific from San Antonio west was built about 1878, and about 1880 the International & Great Northern was constructed through the southeast corner of the county. The railroad left Castroville to one side, and hence the decline of the town, but passed through the old villages of Quihi and D'Hanis. Other stations along the Southern Pacific were Lacoste, Dunlay, Hondo and Seco, while along the International & Great Northern is the Town of Devine, which at the last census had a population of 1,042. Rural villages are Rio, Medina, Zigzag and New Fountain.

Thirty years ago it was estimated that only about two per cent of the land was inclosed in farms, and the German population confined their enterprise as a rule to small areas. The chief business of the county is livestock raising, and a large section of the land has been held in big pastures. In 1882 the live stock interests comprised about 33,000 cattle, 33,000 sheep, 8,000 horses and mules and about 4,000 hogs. The county still has a number of large ranches, but the cattle industry has



HOUSTON STREET, SAN ANTONIO

become more important than sheep, and in the upper sections the goat industry is important. Most of the farming is along the railroad lines and the county also has deposits of lignite. For a number of years the settlers have irrigated on a limited scale their gardens and orchards, but there has recently been constructed along the Medina River one of the largest irrigation systems in the Southwest. In 1913 was completed a dam across the river eleven miles north of Castroville and the reservoir back of it has a capacity for water storage estimated at about twenty billion cubic feet. The canals extending from this reservoir will irrigate about sixty thousand acres in Medina County, and the capital invested in the construction and in the land is said to aggregate more than six million dollars. The dam is 164 feet high above the river bed and its length at the top is about 1,500 feet. This enterprise is regarded as one of the most important developments in opening up the country south and west of San Antonio as an agricultural district.

The property valuation in Medina County in 1870 was \$574,286; in 1882, \$1,759,355; in 1903, \$3,591,164, and in 1913, \$11,251,455. The total area of the county is 865,920 acres, of which 624,892 were reported in 1910 as included in farms and ranches. The amount of "improved land" was about 81,000 acres in 1900 and about 112,000 acres in 1910. The number of farms increased from 903 in 1900 to 1,419 at the last census. The cattle statistics included 34,848; horses and mules, about 9,800; hogs, 3,832; sheep, 3,075; goats, 8,105, and poultry, 42,014. In 1909, 52,771 acres were planted in cotton, 19,394 acres in corn and 4,978 acres in hay and forage crops. About 11,000 orchard fruit trees were enumerated and about 14,000 pecan trees.

UVALDE COUNTY

Uvalde County was created from Bexar County in 1850, and was organized in 1856, about fifty votes being cast at the first election. For a number of years the county occupied a position on the Southwest frontier, and was in the country infested with Indians and Mexican and American outlaws until the building of the railroad brought permanent conditions. A few miles south of the city of Uvalde is the site of the old Fort Inge, which during the '50s was a military outpost protecting all the district to the east and was situated near the head of the Leona River. In 1857 Olmsted wrote: "There were no structures for defense, except a stockade of mesquite trunks surrounding the stables. There were perhaps a dozen buildings, of various sizes, as officers' quarters, barracks, bakery, hospital, guardroom and others. Here the United States mail train to and from the West has a station, and the San Antonio and the Eagle Pass mail changes horses." Several of the old highways leading west from San Antonio branched near Fort Inge, running south to the Rio Grande and north into the Pecos Valley. It was under the protection of Fort Inge that the first settlers came into Uvalde County. The first settlement was on the headwaters of the Sabinal, known as the Ware Settlement, near the present town of Utopia. This colony started in 1851, and in a few years perhaps a dozen families had collected there, living as a community in order to protect themselves from the Indians. The second settlement in the county was known as the Patterson Settlement, established in 1853, and further down the Sabinal, near the present Town of Sabinal. After the organization of the county the Town of Uvalde was laid out some miles west of the Sabinal, and became the county seat. As a result of the war between the states and also the incursions of Indians and outlaws for about ten years following the war, a number of the settlements were broken up, and the county had a very scanty population until the building of the Southern Pacific Railroad west from San Antonio. That road reached San Antonio in 1877 and in the next two or three years was extended west toward El Paso.

In 1870, Uvalde County had a population of 851; in 1880, 2,541; in 1890, 3,804; in 1900, 4,647, and in 1910, 11,233 (262 negroes). The largest foreign element in the population is Mexican. The City of Uvalde is one of the most flourishing places in Southwest Texas and is the logical commercial center for the varied interests which have been developed in the surrounding country. Its population in 1890 was 1,265; in 1900,

1,889, and in 1910, 3,998. The city of Uvalde proper lies a short distance south of the Southern Pacific Railway, and the railway station is at what is known as Sansom, which in 1910 was separately enumerated with 478 population. The second town of the county is Sabinal, located close to the old Patterson settlement on the line of the railway, with a population in 1910 of 1,640. There are a number of other villages, including the Town of Utopia in the northeast corner of the county, originally known as Waresville.

Uvalde County has developed some distinctive interests. There are valuable deposits of asphalt, and some years ago the Uvalde Asphalt Company built a short railway running a distance of six miles from Cline to the asphalt plant. The City of Uvalde has the distinction of being the greatest honey shipping station in the United States, and the census of 1910 credited the county with nearly nineteen thousand hives of bees. Uvalde County honey is famous for its color and quality, and is shipped to all parts of the United States. This industry had its beginning on a commercial scale about thirty years ago, and there are several exclusive bee farms in the county, while a large number of the residents engage in bee culture as a side line. In the semi-mountainous district in the northern part of the county a number of caves contain great quantities of guano and large shipments of this fertilizer have been made. Aside from these interests livestock raising has been the primary industry of the inhabitants, and Uvalde County ranks among the first in Texas in the sheep and goat industry, though numerically the business has declined from former years, and principal attention is now given to the raising of the angora goats in the mountainous districts. Practically no attention was given to agriculture until the building of the railroads, and thirty years ago not more than five thousand acres were included in farms, and only a small part of that in cultivated land. The usual dry farming has been successfully carried on for a number of years, and irrigation along the streams is practiced, the last census reporting sixteen irrigated farms with a total acreage of about one thousand six hundred acres, the extent of land under ditch having since been increased to about two thousand acres.

Statistics of the livestock industry in 1882 showed about 109,000 sheep, 18,000 goats, 20,000 cattle, and a considerable number of horses and mules and hogs. The last census reported 42,902 cattle; about 6,700 horses and mules; 4,856 hogs; 11,884 sheep; 48,932 goats; and 18,067 poultry. The amount of land in Uvalde County comprises the great total of 1,016,960 acres, and in 1910, 656,789 acres were included in farms or ranches. The amount of "improved land" was about 64,000 acres, as compared with about 14,000 acres in 1900, and in the same period the number of farms increased from 275 to 706. Uvalde County is one of the sections of Southwest Texas undergoing most rapid development along agricultural lines within recent years. In 1909 the largest acreage, 16,007 was devoted to cotton; 3,906 acres in corn; 2,772 acres in hay and forage crops; about 8,000 orchard fruit trees were enumerated and about 9,000 pecan trees.

Since 1910 a railroad has been built south from Uvalde City to Crystal City, and is now included in the system known as the San Antonio, Uvalde & Gulf. The property valuation in the county in 1870 was

\$431,785; in 1882, \$1,606,149, about a third of which was represented by livestock; in 1903, \$3,257,510; and in 1913, \$9,008,809.

ZAVALLA COUNTY

Zavalla County is included in that great triangle of country bounded by the Rio Grande River, the Southern Pacific Railway and the International & Great Northern Railway, and until recently has been almost exclusively a live stock district. Zavalla County lies south of Uvalde, and Uvalde City or some station on the International & Great Northern to the east has been the point to which the cattle and sheep have been driven for shipment. In 1912 a new line of railroad, known as the Uvalde & Crystal City, now a part of the San Antonio, Uvalde & Gulf system, was constructed south from Uvalde to Crystal City in Zavalla County. About ten years ago the development of the country as a farming district began, and the railroad was constructed with a view to opening up the rich resources of this and adjoining counties. Zavalla has numerous tributaries of the Nueces and Frio rivers, and some years ago the inhabitants began irrigating on a small scale, and the last census reported thirty-two irrigated farms, comprising a total acreage of a little more than a thousand. The present and prospective conditions are summarized by the Texas Almanac for 1914 as follows: "During the last three or four years interest in irrigation has made rapid growth. With an abundance of water and favorable climatic conditions, it has been demonstrated that Zavalla, as well as Dimmit County and other sections of this part of Texas, formerly noted as a cattle country, is adapted to onion and truck growing and fruit culture. Immigration to this section is rapidly changing great pastures into magnificent truck farms and orchards. Under irrigation, results have been more than satisfactory in most instances. Onions thus far has been the chief money crop, but with the development of orchards it is thought that fruit will eventually take first place. The bee and honey industry is successfully conducted, it being estimated that there are more than 2,000 stands of bees owned by various individuals."

Zavalla County was created in 1858 from Uvalde and Maverick counties and was organized in 1884. Its population in 1870 was 133; in 1880, 410; in 1890, 1,097; in 1900, 792; and in 1910, 1,889. The county seat, Batesville, is on the Leona River, and it was in that section that irrigation first started. The recently built railroad passes a number of miles from Batesville, and the chief town of the county is Crystal City.

The total area of Zavalla County is 862,720 acres, of which 443,912 acres were included in farms or ranches according to the last census. The number of farms was 102 in 1900 and 150 in 1910, and the amount of improved land was 6,165 acres in 1910, 2,338 acres in 1900. The live stock reported by the census was 24,969 cattle; about 1,300 horses and mules; and 1,199 goats. In 1909, 621 acres were planted in corn; 449 acres in cotton; and 425 acres in hay and forage crops. In 1903 the county had an assessed valuation of \$1,805,654; in 1913, \$5,427,805.

MAVERICK COUNTY

This county borders the Rio Grande, and away from that river its area is composed of gently rolling plains, with little timber except scrubby mesquite, and chiefly useful for grazing purposes. At one time Maverick County was one of the principal sheep districts in Southwest Texas, but the pastures are now chiefly employed for cattle. Its principal resources and commercial activities are centered at the Town of Eagle Pass, where the Southern Pacific Railway meets the Mexican National, and about three-fourths of the county's population is in that city.

Maverick County was created from Kinney County in 1856, and was organized in 1871. Near Eagle Pass is old Fort Duncan, which for many years was one of the important military posts. Soon after the close of the Mexican war a company of soldiers was sent out from San Antonio to Fort Inge in Uvalde County, and thence was ordered to the Rio Grande, arriving at Camp Duncan in March, 1849. The location



POSTOFFICE, SAN ANTONIO

of original Camp Duncan was afterwards acquired by the United States Government, and in 1851 the Government put up temporary buildings and continued the work of improvement at different times until a modern fort had been established and named Fort Duncan. The buildings are all substantial stone structures, and the garrison was maintained until 1905, when the troops were concentrated in other forts, and the post was unoccupied until the recent Mexican troubles. One of the old highways connecting Mexico with Texas passed over the river at Eagle Pass, joining the main San Antonio road at Fort Inge, and during the '50s and for a number of years afterwards the regular mail stage was operated between San Antonio and the Rio Grande at Fort Duncan. Soon after the establishment of the fort some of the land in that vicinity was platted as a town in 1850, and given the name Eagle Pass, although the first settlers called it California Camp, as many stranded immigrants to California had located there, most of whom, it is said, became gamblers and highwaymen, and for some years life was held very cheap. During the war, the Federal soldiers having abandoned the post, it was

not occupied by Confederate forces, and throughout that decade Eagle Pass was abandoned to the Indians, the renegade white man and Mexicans, and a few ranchers who had attempted operations in that vicinity lost practically all their property under the border conditions that existed until the late '70s. From the beginning Eagle Pass had a population largely of Mexicans, and the activities of the population were chiefly concerned with a limited merchandising, the operation of saloons and gambling houses, the smuggling trade and such other business as resulted from the position on the International border. Soon after the main line of the Southern Pacific was extended west from San Antonio a branch line was built south to Eagle Pass, there connecting with the Mexican Railway, and after that conditions became more favorable to law and order and the peaceful prosecution of legitimate business.

In 1870 the population of the county was 1,951; in 1880, 2,967; in 1890, 3,698; in 1900, 4,066; and in 1910, 5,151. The last census showed more than 3,000 Mexican inhabitants. The City of Eagle Pass for a number of years had a population between 2,000 and 3,000, and in 1910 had 3,536 inhabitants. In 1882 the assessment rolls showed about 128,000 sheep and 11,000 goats in the county, besides a small number of cattle and horses and mules. The live stock industry, though still the most important resource outside of Eagle Pass, has declined, especially in sheep raising, and that branch of the industry is now practically neglected. The number of cattle in 1910 was 13,866; about 1,150 horses and mules; and 1,259 goats. In 1901 the first successful irrigation plant was put in operation, and by 1909 there were eight irrigated farms in the county, covering an acreage of 1,166. Practically all the agricultural efforts are confined to the Valley of the Rio Grande, and the lands outside of that valley ten years ago were held under the ownership of three or four parties, one title including two-thirds of the grazing land. The total area of the county is 800,640 acres, and the last census reported 194,981 acres included in farms, but only 3,346 acres as "improved land." The number of farms or ranches in 1900 was twenty-six, and forty-nine in 1910. The agricultural products are relatively unimportant as compared with other Texas counties, and the chief crops are onions, truck and cotton, grown along the river valley.

In the vicinity of Eagle Pass are valuable coal deposits, and they have been developed, furnishing employment to a large number of men, and most of the output has been sold in Mexico. Eagle Pass, as one of the chief gateways to Mexico, enjoys a large international trade, and its commercial importance is due to its position as a border town rather than as the trading center for the surrounding country. In 1881 the assessed value of property in Maverick County was \$655,251, a third of which aggregate was represented by live stock; in 1903, \$2,946,896; and in 1913, \$6,132,661.

KINNEY COUNTY

Kinney County was created from Bexar County in 1856. An act was passed in 1866 organizing the county but organization apparently

did not take place before 1869, and was then not permanent, chiefly owing to the hostilities of Indians and outlaws which kept the border district unsettled for about ten years after the war. In 1874 an act passed by the Legislature set forth that "such a state of disorganization is prevalent in said county that it is the duty of the state to interfere in behalf of the good citizens of said county and of good government," and in consequence the county was directed to be organized. Originally Kinney County comprised an area of about one thousand seven hundred square miles, including a large district along the Rio Grande which in 1885 was detached and made a part of Val Verde County. In this section is the present City of Del Rio.

Kinney County possessed one of the early forts established by the Federal Government for the protection of the Rio Grande border. Fort Clark was established during the '50s on Las Moras Creek, near the Town of Brackettsville, the present county seat. It was garrisoned by Confederate troops during the Civil war. The Fort Clark Military Reservation is still owned by the Government, and has at different times in recent years been the quarters for a considerable force of soldiers. It is located on one of the old military highways running out from San Antonio toward the Rio Grande and toward El Paso and the West.

Kinney County is situated in the semi-arid country of Southwest Texas, and while about half of the county comprises arable land, successful agriculture has been confined to the valleys where irrigation is possible. In recent years dry farming has made some progress. At the last census there were sixteen irrigated farms, including a total of 3,359 acres, this land laying along the Rio Grande Valley and along the valleys of the several creeks which traverse the county. Irrigation began more than thirty years ago.

The Southern Pacific railway was built through the county about 1879, and Spofford Junction is the point where a branch of that line diverges south to Eagle Pass. Spofford is the principal railway point and trading center, while Brackettsville, the county seat, lies north of the railway a number of miles.

The population of Kinney County in 1870 was 1,204; in 1880, 4,487; in 1890, after a portion of the county had been given to Val Verde, 3,781; in 1900, 2,447; and in 1910, 3,401. At the last census there were about 1,000 Mexicans in the county.

Kinney County has long been an important center of the sheep and goat industry. In 1881 there were over 100,000 sheep, about 7,000 goats, and 11,000 cattle. The last census reported 23,599 cattle; about 3,200 horses and mules; 31,263 sheep; and 25,151 goats. There were 150 farms and ranches in the county, as compared with 83 in 1900. The total area of the county comprises 839,680 acres, with 562,624 acres included in farms or ranches. The total of "improved land" was 7,750 acres as compared with about 1,500 acres in 1900. Nearly half of the cultivated land is irrigated, and the chief crops are hay, cotton and truck. In 1909, 1,031 acres were planted in hay and forage crops; 766 acres in cotton; 431 acres in corn; and the horticultural interests were indicated by the enumeration of 1,700 orchard fruit trees and about 1,700 pecan trees. The value of taxable property in the county in 1881 was \$657,108, nearly half of which was represented by live stock; in 1903, \$1,873,755; and in 1913, \$4,592,800.

VAL VERDE COUNTY

One of the largest counties in the state, Val Verde was formed from portions of Kinney, Crockett and Pecos counties in 1885, and organized the same year. The Rio Grande forms its southern boundary, while the picturesque Devil's River flows centrally from north to south, and in the western portion is the Pecos River, which joins the Rio Grande in this county. The agricultural lands are confined principally to these water courses, which furnish an unfailing supply of water, and away from the valleys the general surface is rough and broken, and in the semi-arid section of the state. The Southern Pacific Railway, the only line in the county, was built about 1880 close to the Rio Grande Valley, and it is along this road that practically all the towns are found including Del Rio, the metropolis and county seat, Langtry, and Devil's River. One of the old post roads was laid out through Val Verde County after the close of the Mexican war, and on a map of this section of Texas published in 1858 the only point specially designated in what is now Val Verde County was a "fine spring, fifty feet in diameter," at the head of San Felipe Creek. These springs, near the present City of Del Rio, are among the largest in the Southwest, with an estimated flow sufficient to irrigate about seventeen thousand acres. It was in the vicinity of these springs that permanent settlement was planted in what is now Val Verde County, then in Kinney County. There was a scattered population along the Rio Grande Valley during the decade of the '60s, and about 1868 a small colony of Americans had come to San Felipe Springs, and after erecting a sort of block-house for protection against Indians, engaged in the stock business. Others came in the following years, and among them was John Perry, who arrived in 1870 and after constructing a stone building opened a stock of merchandise, and in 1872 a town was located and named Del Rio. That was the origin of what is now one of the flourishing small cities of Southwestern Texas, a center for the trade of a large district, and also surrounded by a rapidly developing irrigation area.

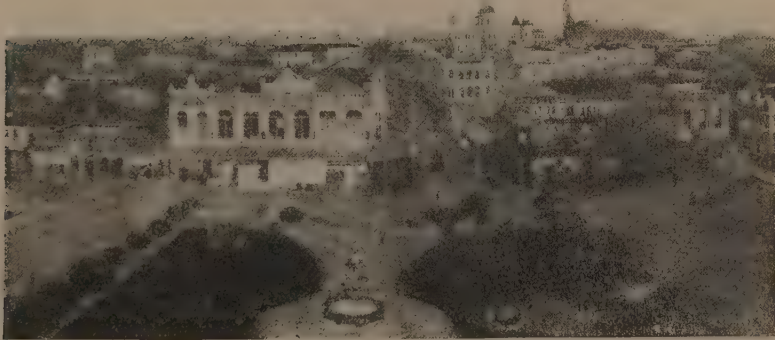
The last census reported 59 irrigated farms in the county, with an acreage of 2,416, and at the present time it is estimated that over eight thousand acres are irrigated and in cultivation, most of it in the immediate vicinity of Del Rio. The soils in the valleys are rich and very productive when irrigated, and the possibilities in this direction have been taken advantage of only to a very meager extent. With the exception of the irrigated sections little farming is done. Most of the county is given over to the live stock industry, sheep and goats being raised in large numbers. Production of mohair and wool in Val Verde County is said to be larger than in any other county in the state. The population of Val Verde County in 1890 was 2,874; in 1900, 5,263; and in 1910, 8,613. About half the population are Mexicans.

While Del Rio is unincorporated and was not returned separately in the last census, its population includes probably half that of the entire county. The value of property in the county in 1903 was \$3,988,230; and in 1913, \$8,905,516. The county has a total area of 1,973,120 acres, and while most of it is included in immense pastures and the small farms along the valleys, the total of "improved land" at the last

census was about three thousand six hundred acres, most of which, as already noted, was irrigated. The live stock interests in 1910 were indicated by the following figures: Cattle, 43,444; horses and mules, about 6,200; hogs, 2,322; sheep, 107,171; and goats, 122,276. In 1909, 3,567 acres were planted in hay and forage crops and 852 acres in oats. Horticultural interests are not important except grape culture, and the last census reported about 10,000 grape vines.

SCHLEICHER COUNTY

Schleicher County was detached from the original area of Crockett County in 1887, and was organized in July, 1901. It lies immediately west of Menard County, and it was under the protection of old Fort McKavett, on the San Saba River in the western part of the county, that the first settlers came into Schleicher County. A branch of the



BIRDS-EYE VIEW, SAN ANTONIO

Concho River also penetrates the county, and the waters of these streams are used to a limited extent for irrigation purposes, the amount of irrigated land at present being about five hundred acres. Live stock raising is the leading industry, and as yet the county supports a meager population relative to its area. The nearest railroad at the present time is at San Angelo, in Tom Green County on the North, but a branch of the Kansas City, Mexico & Orient has been surveyed south from San Angelo to Del Rio, and will probably be constructed.

The population of Schleicher County in 1890 was 155; in 1900, 515; and in 1910, 1,893. The county seat is Eldorado, and practically all the commerce of the county goes through San Angelo. The total area of the county is 887,680 acres, and the last census reported 822,314 acres included in farms or ranches. Of this large total about 12,700 acres were classified as "improved land," as compared with 1,180 acres in 1900. The number of farms increased from 60 in 1900 to 208 in 1910. The live stock interests were enumerated as follows: Cattle,

69,702; horses and mules, about 5,700; hogs, 4,071; sheep, 48,671; and goats, 1,176. The chief crops in 1909 were: Kaffir corn and milo maize, 4,174 acres; cotton, 1,259 acres; hay and forage crops, 1,293 acres; and corn, 689 acres. The property values of the county in 1903 aggregated \$1,542,625; and in 1913, \$3,189,380.

SUTTON COUNTY

Sutton County was created April 1, 1887, from the County of Crockett, and was organized November 4, 1890. One of the branches of the Llano River crosses its eastern half, and the Devil's River flows across the western end of the county. From an agricultural standpoint the county has made but little progress. The population is sparse, about one person to the square mile, and without railroads and convenient markets for soil products there has been but small encouragement to till the soil. The stockmen in recent years have undertaken the raising of feed stuffs for their cattle, sheep and goats, and irrigation has been confined to the watering of gardens. Conditions in the county are exceptionally favorable for the raising and feeding of sheep and goats, and many thousands graze on the hills and in the valleys.

The population of Sutton County in 1890 was 658; in 1900, 1,727; and in 1910, 1,569. The property valuation in 1903 was \$1,701,830; and in 1913, \$2,966,423. The total area of the county is 973,440 acres, and the last census reported 786,327 acres included in farms or ranches. A large portion of the county is occupied as leased land, being owned as school land. The number of farms in 1910 was 131 as compared with 93 in 1900. The total of "improved land" in 1910 was 4,750 acres, as compared with about 1,370 acres in 1900. The live stock enumerated included 52,748 cattle; about 5,200 horses and mules; 3,834 hogs; 58,973 sheep and 59,631 goats. The crops in 1909 were the forage crops, the acreage in hay and similar crops being 1,135; and in kaffir corn and milo maize, 622 acres. About 2,000 orchard fruit trees were enumerated.

DIMMIT COUNTY

Created in 1858 with an area of 1,290 square miles, and organized in 1880, Dimmit County for many years lay in the great pasture of Southwestern Texas, grazed over by thousands of cattle and sheep, but with hardly an acre cultivated, and with only one small center of population. In 1909 a line of railway was constructed from the International & Great Northern in La Salle County to Asherton, and since then a branch of the San Antonio, Uvalde & Gulf has been built south from Crystal City to Carrico Springs, the county seat. While the railroads have done much to bring forward the agricultural development of the county, an earlier and more important factor was the utilization of the underground water supply for stock purposes and for the irrigation of field crops.

In 1870 Dimmit County had a population of only 109; in 1880, 665; in 1890, 1,049; in 1900, 1,106, and in 1910, 3,460. The property values of the county was assessed in 1881 at \$436,233; in 1903, at \$1,727,616, and in 1913, \$6,453,344. At the last census about a quarter of the total population was Mexican.

The large area of the county is even yet chiefly pasture land, and out of a total of 870,400 acres a little more than 8,000 acres were classified as "improved land" in 1909, and there were 154 farms, as compared with 105 farms in 1900. In agriculture the important factor is irrigation, and there were ninety-four irrigated farms in 1909, and 3,300 acres were irrigated. The principal crops as reported by the census were: Cotton, 869 acres; corn, 780 acres; with oats, kafir, hay and forage as minor productions, while about 250 acres were planted in vegetables, chiefly in the Bermuda onion.

Thirty years ago this county, like others in the same part of the state, was a center of the sheep industry. The livestock in 1882, as shown by assessment returns, was: 11,747 cattle, 1,260 horses and mules, 131,660 sheep, and 12,410 goats. The sheep business has been almost abandoned, and figures for livestock as reported by the last census were: Cattle, 38,770; horses and mules, about 1,500; goats, 5,204. One of the most prominent leaders in the development of Dimmit County's agricultural resources was Asher Richardson, who located in that county in 1876 as a rancher, is credited with building the first wire fence as a step toward breaking up the open range, and also took the lead in developing the artesian well system at Carrizo Springs. He also employed his ranch as a private experiment station for the cultivation of fruit and vegetable crops, and he and men of similar enterprise were largely responsible for opening up this county to the small farmer.

Concerning irrigation and farming in general the Texas Almanac for 1914 said: "Artesian water is found at a depth approximating seven hundred feet in nearly every section of the county. Many artesian wells have been completed and are used for irrigation purposes. Some water is taken from the Nueces river. The acreage under irrigation will approximate 6,000 acres. The interests manifested in the development of the underground water supply has almost overshadowed the livestock interests, which is very large and important over a large area not yet claiming attention from the invading homeseeker. In the artesian belt and other sections where water is easily obtained there is much development in the form of farms and orchards. The Bermuda onion crop is by far the most important now grown, but other vegetables are produced in large quantities."

Carrizo Springs, the county seat and principal town, was incorporated in 1910 with a commission form of government. Besides this there are other growing centers of trade and population at Asherton, Bermuda, Big Wells, Brundage, Detonio, Las Vegas and Catarina. Most of these towns are stations on the new railroad.

WARD COUNTY

Bounded on the west and south by the Pecos River, and lying at the extreme western end of original Tom Green County, from which it was detached in 1887, Ward County has some special distinctions to differentiate it from the other counties of the Tom Green district. These are due chiefly to the Pecos River. For many years the semi-arid plains of the county supported only a meager population of stockmen, and the first stations established along the Texas & Pacific Railway in the early

'80s—Sand Hills, Aroya, Pyote and Quito—were merely points for the receiving of stock from the surrounding ranges, but about twenty-five years ago the feasibility of using the Pecos River for irrigation caused an influx of settlers and capital and enterprise was directed to the cultivation of the lands in the valley of that stream. By far the greater part of the population is found along the river, and the chief wealth of the county is restricted to the same limits.

Ward County was organized March 29, 1892. About the same time the first practical irrigation enterprise was launched, and since then there has been a gradual development all along the water front and a steady growth of population. The county seat and the chief town is Barstow, located on the railway near the irrigation district. The first irrigation plants were the Barstow Irrigation Company and the Grand Falls Land & Irrigation Company, both of which derived their water supply from the rivers and brought a large amount of land under cultivation.

The census report for 1910 gave the following statistics concerning irrigation in Ward County: Of the 231 individual farms or ranches in the county, 178 were irrigated in 1909. The total area of the county is 529,280 acres, more than half of which is occupied in farms or ranches, and 17,590 acres were classified as "improved land." Of this latter area, 16,406 acres were irrigated in 1909, comprising about 93 per cent of the total land under cultivation. In 1899 only about four thousand acres were under irrigation. At the time of the report there were six irrigation enterprises in the county, with sixty-five miles of main ditches, and capable of irrigating about twenty-nine thousand acres. At that time nearly eight hundred thousand dollars had been invested in these plants. The same report indicates the chief crops raised through irrigation methods. In 1909 there were 4,137 acres in hay and forage crops, and of this 2,493 acres were in alfalfa. While many other counties of Texas claim credit for the growing of alfalfa, the last census gave very meager statistics for acreage in this crop, and Ward County was one of the few deserving of special mention. The acreage in cotton for 1909 was 2,987. There were about seven thousand trees in orchard fruits, and over thirty-one thousand grape vines, which is in many ways the characteristic fruit crop of the county. Continuing the statistics from the same source, the number of cattle in 1910 was 13,595; and horses and mules, about 2,200.

A less statistical account of the county's economic status is contained in the following sentences from the Texas Almanac for 1914: "Ward county is more noted for its irrigation farming than for its cattle industry. The soil of the Pecos river valley, both the lower and upper shelves, is rich alluvial, the washings of centuries, and exceptionally productive when water is applied. This was recognized several years ago, and advantage was taken of the Pecos river to construct irrigation systems, which made possible the cultivation of between 15,000 and 20,000 acres by irrigation within the limits of the county in 1913. There are many thousands of acres yet unirrigated which may be brought into cultivation when plans and construction work for the conservation of water materialize. A reservoir system is to be installed which will hold the winter run-off of the river and conserve flood waters, adding a large area to the irrigated acreage. Alfalfa is the big crop in the irri-

gated section. Opportunities for fruit production are inviting. There is a large acreage of grapes and many peach, pear, apricot and plum orchards. Ward county grapes have a reputation for color, size and quality not excelled by any grape produced in the country."

The population of the county in 1890 was only 77; in 1900, 1,451; and in 1910, 2,389. The increase in assessment values during the past ten years is indicated by the following figures: In 1903, \$1,203,063; in 1909, \$4,024,083; and in 1913, \$4,462,366.

CROCKETT COUNTY

When created on January 22, 1875, Crockett County comprised an area of over ten thousand square miles. The south line of original Tom Green County bounded it on the north, the Pecos River on the west,



From the National Geographic Magazine

THE GREAT PECOS VIADUCT

it extended along the Rio Grande for a number of miles as far as original Kinney County, and included besides its present immense area a portion of Val Verde County and also the counties of Sutton and Schleicher. Val Verde County was created in 1885, and Sutton and Schleicher counties in 1887. Crockett County still has an area of about three thousand square miles. There are no railroads, except a few miles of the Orient line through the extreme northwestern corner, and the county seat is at Ozona, located on a tributary of the Pecos River. The surface in the northern portion of the county is level high plains, while the southern and western parts are very rough, consisting of high hills, narrow valleys and canyons. Crockett County is essentially a stock raising country, and with the exception of a few acres cultivated near ranch houses there is no attempt at farming.

The county was organized July 14, 1891. Its population in 1880, before the division of its territory, was only 127; in 1890, 1,194; in 1900, 1,591; and in 1910, 1,296.

The total area of Crockett County comprises 2,057,600 acres, and the last census classified about forty-seven thousand acres as "improved land." The live stock interests at that time were enumerated as follows: Cattle, 79,765; horses and mules, about 4,000; sheep, 109,943; and goats, 8,793. The only crops that found a place in the statistics for 1909 were 561 acres in hay and forage crops, and 43 acres in kaffir corn and milo maize. The first bale of cotton was raised in the county in 1903. Ten years ago it was stated that about half of the land belonged to the state school and university funds, and the other half to railroads and individuals. In 1910 only 79 farms and ranches were enumerated.

The assessed value of property in the county in 1903 was \$2,199,653; and in 1913, \$2,742,442.

TERRELL COUNTY

In 1905 the south end of Pecos County was detached to form the new county of Terrell, named in honor of the late A. W. Terrell. Terrell County has as its southern boundary the Rio Grande, and as a portion of the eastern limit the Pecos River. In this section of Texas both the Rio Grande and Pecos cut through deep canyons, which are inaccessible, and these canyons, together with the long ranges of mountains and high mesa lands give to Terrell County an array of magnificent scenery. Only the rather limited areas along the valleys are suitable for cultivation, but a large portion of the uplands is adapted to grazing, and the raising of sheep, cattle, horses and goats is the principal occupation of the people. The sheep industry is especially important and Sanderson is one of the large wool shipping points in Texas. Sanderson is a freight and passenger division point on the Southern Pacific Railway, and it was in this vicinity that the engineers encountered some of the most trying difficulties in the construction of that road between San Antonio and El Paso, about 1880. On the organization of the county Sanderson was made the county seat, and through this and its railway interests is a town of growing importance, furnishing most of the commercial facilities for the large area of grazing country on all sides. A number of other small shipping stations are located along the Southern Pacific, which is the only railroad.

In 1910 Terrell County had a population of 1,430, including about 500 Mexicans. The assessed valuation of Terrell County in 1913 was \$3,828,624. The county is one of the large divisions of Southwest Texas, with an area of about 2,750 square miles, or 1,686,400 acres. While the last census reported over 600,000 acres included in farms or ranches, only 800 acres were classified as "improved land." The live stock enumerated included 20,330 cattle; about 3,000 horses and mules; 111,056 sheep; and 18,530 goats. There were no important agricultural statistics.

PECOS COUNTY

Pecos County was a part of Presidio County until 1871, when about eleven thousand square miles of territory bordering on the Pecos River was made into one county, and a county government organized in 1872,

the county seat being at old Fort Stockton. Fort Stockton was established about 1859, and for many years it was one of the isolated outposts in the extreme western part of Texas, and the duties of its garrison were chiefly in patrolling a country sparsely inhabited by Indians and Mexicans and in furnishing protection to the stages and other travelers along the highways that converged to this point from the east and passed on through El Paso to the Pacific Coast. The early settlers of the county were practically all Mexicans, and it is said that the first irrigation practiced in the county was by Mexicans, who as late as thirty years ago cultivated irrigated land with the primitive wooden plow. In 1883 the northeastern end of Pecos County was detached to form the County of Reeves, and in 1905 the southern end became Terrell County. Even as thus reduced, Pecos County has an area of about fifty-five hundred square miles. Except in the western and



CHAMBER OF COMMERCE, EL PASO

southwestern parts its area is a level plain, covered with stunted desert vegetation.

The population of Pecos County in 1880 was 1,807, about three-fourths of whom were Mexicans, and population of course was distributed over what is now Reeves and Terrell counties. The population in 1890 was 1,326; in 1900, 2,360; and in 1910, 2,071, including about 300 Mexicans. Pecos County had no railroad until 1912, when the Kansas City, Mexico & Orient was completed through the county, with a station at Fort Stockton. During the last four or five years Fort Stockton has exhibited a vigorous growth, chiefly due to the irrigation enterprise developed in that vicinity, and since the coming of the railway its growth has been very rapid. The location of Fort Stockton as a military post was chosen on account of its proximity to some of the most remarkable springs in the world. These springs known as Comanche

Springs, constituting the source of Comanche Creek, have a steady and unfailing flow of about fifty-five millions gallons of water every day, and besides furnishing abundant supply for domestic and municipal purposes, these springs are the source of a great irrigation system now being developed to water approximately eight thousand acres of land. This development has all occurred in the last three or four years, and by irrigation methods have been produced large crops of alfalfa, the grains, and fruit. Fort Stockton fruits are of specially fine quality, and it is said that grape culture was first attempted by the soldiers at the old Fort, and the results demonstrated in earlier years have since caused a number of land owners to set out extensive vineyards. In the northern corner of the county along the Pecos River, a large amount of land has been brought under irrigation in recent years with water obtained directly from the river and from reservoirs. While irrigation was practiced many years ago for the raising of garden crops, it has been placed on a commercial basis only within the last two or three years, and as yet the extensive plant has only been partly developed, and it remains for future years to determine the rank of Pecos County among the agricultural sections of Texas. In 1909 the Federal census credited the county with about 2,300 acres of irrigated farm lands. With the exception of the irrigation district at Fort Stockton and along the Pecos River, the entire county is given over to large ranches and pastures. The total area of Pecos County is 2,645,760 acres, and while the census estimated over 2,000,000 acres included in farms and ranches, only 6,524 acres were classified as "improved land." The live stock interests comprised 108,577 cattle; about 4,200 horses and mules; 78,183 sheep; and 8,479 goats. The valuation of property in Pecos County in 1903, before Terrell County was set off, was \$4,168,579; and in 1913, \$8,072,010.

CRANE COUNTY

This is one of the west Texas counties as yet without organized local government. It was created in 1887 from Tom Green County, and the Pecos River forms its southwestern boundary. In recent years a very limited amount of land has been brought under irrigation in the valley of that stream. Near the northwest corner of the county passes the line of the Texas & Pacific Railway, and for many years the stock interests have used some point on that railroad as their center and shipping point. In the southern part of the county is a salt lake, covering 2,000 acres, and salt has been manufactured there since the first white settlers occupied the county.

At the census of 1890 only 15 inhabitants were enumerated; in 1900, 51; and in 1910, 331. The total area of the county is 561,920 acres, of which 310,362 acres were reported as occupied in farms, and 1,584 acres classified as "improved land." The number of farms in 1910 were 71, compared with 12 in 1900. The only important crops developed are kafir corn and milo maize, to which 249 acres were planted in 1909; and corn with an acreage in 1909 of 81. In 1909, 20,770 cattle were enumerated, and that is almost the only live stock found in the country. The total assessed wealth in Crane County in 1909 was \$770,927; in 1913, \$754,535.

REEVES COUNTY

In 1883 the northwest portion of Pecos County, including an area of 2,721 square miles, or three times the size of an ordinary county, was set off under the name of Reeves County. A county government was organized in 1884. In 1880 Pecos County, an immense region bounded on the south by the Rio Grande, and on the east and north by the Pecos River, had a population of 1,807, three-fourths of whom were Mexicans, and at that time old Fort Stockton was the county seat. During 1881 the Texas & Pacific Railroad was built across the northern part of old Pecos County, and the Southern Pacific across the southern part. Settlement began along the Texas & Pacific, merchants and mechanics and farmers locating here in the midst of what had for some years been occupied solely by stockmen. It was as a result of this settlement that the new County of Reeves was formed. In 1899 the Pecos River Railroad was built north from Pecos City to the New Mexico line, and that road opened up to settlement and development the Valley of the Pecos for many miles. Within the last two or three years the



EL PASO SMELTING WORKS

enterprise of citizens at Pecos City and along the Toyah Valley have constructed a home road known as the Pecos Valley Southern, a distance of forty-one miles and furnishing transportation facilities to the rich and rapidly developing irrigation district along the Toyah Creek.

The population of Reeves County in 1890 was 1,247; in 1900, 1,847; and in 1910, 4,392, including about 800 Mexicans. The principal city and the county seat is Pecos City, whose population in 1890 was 393; in 1900, 639; and in 1910, 1,856. The Town of Toyah, on the line of the Texas & Pacific, had a population in 1910 of 1,052.

Reeves County lies in the dry farming and irrigation region of West Texas. The Pecos River forms the entire northeast border of the county, while at right angles and flowing centrally through the county is Toyah Creek, the water course of the now noted Toyah Valley. In these valleys during recent years have been undertaken some large projects of irrigation development, besides a large amount of individual farming and stock raising. The surface of the county is generally level, and a large part of the soil is the washings from the mountains, and exceed-

ingly rich. During the last few years a large acreage has been placed under irrigation in the vicinity of the Pecos River, in the shallow water belt near Pecos City, the artesian belt near Toyah and at Balmorhea and Saragosa, at the foot of the Davis mountains, where several springs are located. In 1913 it was estimated that about twenty thousand acres were irrigated in the different parts of the county, and alfalfa, fruits and vegetables, and the usual Texas staples, are all products which have helped to make the Pecos country famous. It is claimed that the grapes and melons raised in this section are the equal if not superior to the California fruits, and the horticulture and truck industry is already established on a commercial basis. Among other resources of the county should be mentioned the Toyah oil fields.

The total area of Reeves County is 1,779,840 acres, and the last census reported 563,033 acres included in farms, while about 16,000 acres were "improved land," as compared with 8,000 acres in 1900. The number of farms or ranches increased from 63 in 1900 to 225 in 1910. Nearly all the cultivated land is irrigated, and the amount under irrigation in 1909 was 14,000 acres, divided among 63 irrigated farms. In 1909 the chief crops were hay and forage crops, kaffir corn and milo maize, with 1,429 acres in hay and forage crops, including about 900 acres in alfalfa, and 1,180 acres in kaffir corn and milo maize. The assessment values in Reeves County in 1903 aggregated \$2,342,989; in 1909, \$7,065,548; and in 1913, \$8,593,312.

Pecos City, the county seat, was founded about the latter part of the year 1881, when the railroad was completed. The town was at first located near Pecos River, about a mile and a half east of the present site, to which the town was removed in 1885. It has been the county seat since the organization of the county in 1884. Perhaps the chief charm of the city is its residence section, beautiful home-like places surrounded by pretty lawns and embowered among the cypress-cedar trees which have been imported from California and flourish in this vicinity. The altitude is about twenty-six hundred feet, and the climate is one of the valuable assets. Artesian wells are found in all parts of the town, and there has recently been voted a bond issue for the establishment of waterworks and also for a sewer system. Other public utilities include electric lights. Commercially Pecos City has for years been the business center for a large section of West Texas, and several of the mercantile firms transact a business that is larger in the aggregate than similar establishments in the large cities of the state.

BREWSTER COUNTY

Brewster County was created from Presidio County in 1887 and the first election of county officers occurred in February of the same year. It is one of the immense county areas of the Trans-Pecos region, with an area of about twenty-two hundred and fifty square miles, and its surface consists chiefly of high rolling prairies and mountains. The Southern Pacific Railway was built across the north end of the county in 1880, and in 1912 the Kansas City, Mexico & Orient was put in operation as far as Alpine. Both these roads furnish transportation to the north end of this immense county, while the vast area included in what

is known as the "Great Bend" of the Rio Grande is an isolated district, rich in mineral resources and with some of the most magnificent scenery in Western Texas, but on account of its isolation little known to the outside world. Brewster County contains some of the highest mountain peaks in Texas, several of them reaching altitudes between four thousand and eight thousand feet. The Grand Canyon in the southern part of the county, emptying into the Rio Grande, has walls which in places rise perpendicularly a distance of 1,700 feet.

Brewster County is in the mining district of West Texas, and the mineral resources stand first in an economic survey of the county. One of the largest quicksilver mines in the United States is operated in the Terlingua district in the southern part, and several other similar mines are operated. A number of mines were in operation in that district, but only one has been producing for several years. The quicksilver output of Texas in this district, beginning in 1899, showed a production in that year of 1,000 flasks, a flask approximating 75 pounds. The year of greatest production was 1904, when 5,333 flasks were produced, and in 1910 production fell to 3,320 flasks. There are also rich silver



PECOS VALLEY CANTALOUPE

mines, and one was worked in the vicinity of Alpine until the low price of silver made it unprofitable. There are large quantities of excellent marble, iron, lead and copper, and the mining interests engage a large number of laborers. Because of the lack of transportation and inadequate water supply the great mineral wealth of the county has not been fully developed. Next to the mining interests stands the live stock industry, and on limited areas in the valleys irrigation has been employed for the raising of the forage crops and fruit. Another possible source of wealth is oil, which has been discovered but not developed. At Marathon on the line of the Southern Pacific is a rubber factory, manufacturing rubber from the Guayule, which grows luxuriantly on the mountains.

The population of Brewster County in 1890 was 710; in 1900, 2,356; and in 1910, 5,220, including over 2,000 Mexicans. The county seat is Alpine, one of the important trade centers for the vast grazing and mineral district about it, and now making rapid progress as the junction point of the two railways. The immense area of Brewster County comprises 3,798,400 acres, and about a third was included in farms or ranches at the last census report. The amount of improved land in 1900 was 743 acres, and in 1910 about 2,300 acres. There were 77 farms or ranches in 1900 and 190 in 1910. The stock interests in 1910 comprised 59,671 cattle; about 3,700 horses and mules; 6,704 sheep, and 9,321 goats. The production of agricultural crops was limited to a small acreage in corn, kaffir corn and milo maize and hay and forage crops, and until recently most of the farming has been done by the Mexicans along the river valleys. About 3,000 orchard fruit trees were enumerated at the last census. The valuation of property in the county in 1903 was \$3,543,083; and in 1913, \$8,439,882.

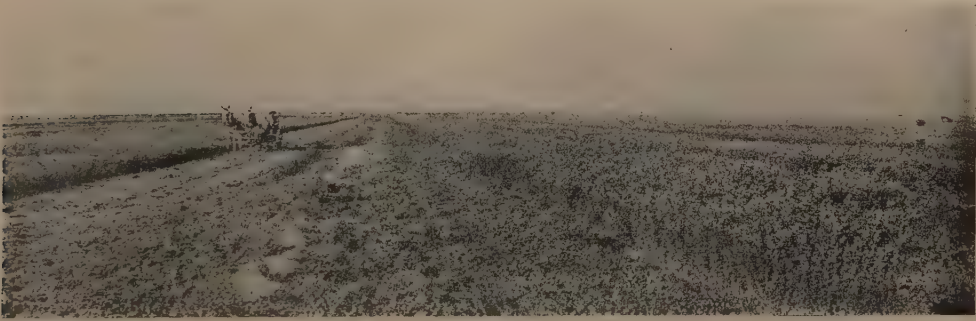
LOVING COUNTY

While the boundaries were given to this county in 1887, it has never been organized and is attached to Ward County for judicial purposes. Aside from its value as a stock range, the only important development to be noted is the progress of irrigation along the Pecos River, which forms the western boundary of the county. In 1910 there were seventy-nine individual farms or ranches in the county, as compared with only six in 1900. Twelve farms were irrigated in 1909. There were four irrigation enterprises, which were capable of irrigating over five thousand acres. The amount of land classified as "improved" was 580, practically all of it under the irrigation ditches. The total area of the county is 481,920 acres, and in 1910 about two hundred thousand acres were included in farms or ranches. The number of cattle enumerated at the last census was 4,715; and about nine hundred horses and mules. The county has long been regarded as one of the best cattle ranges in West Texas. In 1909 the total assessed values in the county were \$392,341; in 1913, \$384,887. In 1890 the county was credited with a population of only three inhabitants; in 1900, 33; and in 1910, 249.

PRESIDIO COUNTY

Presidio County, formed in 1850, for a number of years comprised the greater part of the Trans-Pecos region of Texas. In 1871 Pecos County was set off, and in 1887 Brewster and Jeff Davis counties were created, leaving its present area of about twenty-five hundred square miles. The county was organized in 1875, and Fort Davis was the county seat until 1887, and after the creation of Jeff Davis County a county government was established at Marfa, on the line of the Southern Pacific Railway, which was constructed across the north end of the county in 1880. The northern part of the county consists of high, rolling, treeless plains, but a large part of the area is mountainous and there are very few streams of running water. The mountainous districts are chiefly noted for their mineral deposits, and the stock raising in-

dustry is confined to the plains region in the northern part. About thirty years ago efforts were made to develop the silver deposits in the southern part of the county near Shafter, and the Presidio mine in that vicinity has been in successful operation for over twenty years and is the principal precious metal producer in Texas. In 1911 Texas produced silver to the value of over two hundred thousand dollars, and a large part of it came from Presidio County. The town of Shafter is off the railroad, and is a mining camp, with several hundred inhabitants, most of the labor being performed by Mexicans. The oldest town in the county is Presidio, located on the Rio Grande, and which has long been a port of entry and the site of a custom house. Marfa, the county seat and chief town, has a population estimated at about seventeen hundred, is a distributing point for most of the country to the South and North, and is also noted as a health resort, having an elevation of nearly five thousand feet. For many years most of the supplies for Fort Davis, Shafter and other points along the Rio Grande have been hauled out of Marfa by wagon train. The line of the Kansas City, Mexico & Orient Railroad is now practically completed through Presidio County, running from Alpine to Presidio on the Rio Grande.



CUTTING ALFALFA IN THE PECOS VALLEY OF TEXAS

Agriculture is as yet in its infancy in Presidio County, and has been largely confined to small patches along the Rio Grande, operated by Mexicans with small irrigation plants. Recently a dam has been constructed across Alamita Creek south of Marfa, and with the accumulation of flood waters it is estimated that about 12,000 acres may be put into cultivation. At the present time the amount of irrigated land in the county is about 1,000 acres; and experiments have proved that alfalfa, wheat and fruit are profitable crops under irrigation. For many years the county has supported large herds of cattle, sheep and goats, and the raising of goats and sheep is increasing, with Marfa as the market for wool and mohair. Besides its silver mines Presidio County has undeveloped deposits of copper and lead, and great quantities of excellent marble.

The population of Presidio County in 1870, when its territory still included all that part of the Trans-Pecos region except El Paso and Culberson counties, was 1,636; in 1880, before Jeff Davis and Brewster counties were set off, 2,873; in 1890, 1,698; in 1900, 3,673; in 1910, 5,218, including about 3,000 Mexicans. The value of taxable property

in the county in 1903 was \$2,827,572; and in 1913, \$5,762,793. The total area of the county is 2,439,680 acres, and about a third was included in farms or ranches at the time of the last census. The amount of "improved land" was about 7,000 acres, compared with about 2,500 acres in 1900, and the number of farms was 186 in 1910. Forty-three of these farms were irrigated, and in 1909 the acreage irrigated was 855. The live stock enumerated was 49,191 cattle; about 4,400 horses and mules, and 4,197 goats. In 1909, 601 acres were planted in corn; 504 acres in wheat; and 479 acres in hay and forage crops.

JEFF DAVIS COUNTY

This county was part of Presidio County until 1887, when it was created and organized, and the county seat established at old Fort Davis. The troops of old Fort Davis did a valuable service many years in patrolling the border and guarding life and property against Indians and outlaws, but the post was abandoned by the government in 1890. In the meantime a considerable settlement had grown up around the old fort, it had been the county seat of Presidio County from 1875, and though isolated from railroads it still retains its honors as the place of local government and also as one of the noted resorts of West Texas. In the vicinity of Fort Davis are the Davis Mountains, and at different points across the county are some of the highest mountain peaks in the South, many of them ranging between four and six thousand feet in elevation, and several being over eight thousand feet. To the lover of wild and rugged scenery, and the hunter of big game, Jeff Davis County has long presented unrivaled facilities, and while old Fort Davis is off the beaten path of the ordinary tourist it attracts an increasing number of sportsmen and travelers to whom primitive nature makes a strong appeal. The greater part of the lands of the county are held in large tracts and owned by the state or railroad companies, and while the live stock industry assumes large proportions, agriculture has as yet been little developed, and only by irrigation methods. Thus far irrigation has been applied largely to orchards and small fields of alfalfa. These farms lie mostly in the valleys, and the water is supplied from artesian wells.

The population of Jeff Davis County in 1890 was 1,394; in 1900, 1,150; and in 1910, 1,678 including 600 Mexicans. The total area of the county is 1,448,320 acres, with about two-thirds occupied in ranches, and the last census reported 5,800 acres as "improved land," as compared with 1,170 acres in 1900. The number of farms or ranches in 1910 was ninety-one. In that year the cattle enumerated were 74,961; about 2,700 horses and mules; 4,667 goats. The crops were chiefly hay and forage crops, kaffir corn and milo maize and corn, and about 2,300 orchard fruit trees were mentioned in the statistics. The valuation of property in the county in 1903 was \$1,630,370; and in 1913, \$4,193,766.

The only railroad in the county is the Southern Pacific, which crosses the western end, and the principal town along its route is Valentine. The Texas & Pacific just touches the north corner of the county.

CULBERSON COUNTY

Culberson County was created by the Legislature and organized in 1911, with an area of 3,780 square miles. Through the south end of the county pass the two railways, the Texas & Pacific and the Southern Pacific, and Van Horn, the county seat, is a railway division point on the Texas & Pacific. The county was named in honor of Senator Charles A. Culberson. The surface of Culberson County is mountainous in the south and southwestern parts with many breaks and canyons through the northern and eastern sections. In this county is Guadalupe Peak, with an altitude of 9,500 feet, and there are many others of lesser elevation. To a limited extent irrigation has been employed from wells for the growing of vegetables, but so far the grazing of stock is the chief use to which the lands have been put. Culberson County has valuable marble deposits and has also a place in the production of gold, silver and copper, several mines being located near Van Horn. As the last census was taken before the organization of Culberson County, there are no statistics of population and its economic resources.



PRESIDIO COUNTY COURTHOUSE

EL PASO COUNTY

While the Texas Republic, after winning its independence in 1836, claimed the Rio Grande as its boundary from the mouth through all its sinuous course to the West and North, even beyond the City of Santa Fe in what is now New Mexico, and the Santa Fe expedition of 1841 was projected to establish the authority of the Republic in that quarter, this jurisdiction was really nominal and it required the success of the arms of the United States during the Mexican war of 1846-48 to actually establish the Rio Grande as the international border north and west to the 32° of latitude. Thus that portion of Texas sometimes known as the Western Panhandle, and included between the Pecos and Rio Grande and the line of New Mexico on the north, was a Mexican territory, inhabited almost entirely by Mexican people, until the forces of the United States invaded it at the time of the Mexican war and subsequently

established their various military posts in that region, including Fort Bliss, Fort Davis and Fort Stockton.

In 1850 the Texas Legislature divided the Trans-Pecos country into two immense counties, El Paso and Presidio counties. El Paso County included the extreme western corner of the state, with an area of over eight thousand square miles, and this immense territory was reduced by the formation of Culberson County from its eastern half in 1911. The county still has an area of 5,573 square miles. The county was organized in 1871. The population of the county for successive decades from 1870 to 1910 includes figures also for the new county of Culberson. In 1870 El Paso County had a population of 3,671; in 1880, 3,845; in 1890, 15,678; in 1900, 24,886; and in 1910, 52,599, including about 22,000 Mexicans and about 1,500 negroes. Nearly all the population is grouped either in the City of El Paso or the few towns along the railways, and the country districts are very sparsely inhabited. El Paso County has a mountainous surface, though there is much level land, and outside of the irrigation district along the Rio Grande and the industry centering in the City of El Paso, stock raising is the leading occupation. In the mountains are found valuable deposits of marble and granite, copper and silver are found in the Quitman Mountains, and lead and zinc in the mountains near El Paso.

As El Paso City is the center of the economic resources and the history of this region, this brief sketch of the county will refer only to some general statistics affecting the county as a whole, including the recently created Culberson County. The assessed value of taxable property in El Paso County in 1870 was \$821,043; in 1882, after the railroads had come, \$3,974,444; in 1903, \$15,073,039; in 1909, before the separation of Culberson County, \$38,455,297; and in 1913, \$45,693,385. In 1913 the assessed wealth of Culberson county was \$4,617,206.

The last census gave the following statistics concerning farming and live stock in what are now El Paso and Culberson counties. The total area at that time was 5,971,840 acres, and less than half was included in farms or ranches. The number of farms was 669 as compared with 318 in 1900, and the amount of "improved land" increased from about six thousand acres in 1900 to about seventeen thousand acres in 1910. In 1909 there were 446 irrigated farms, practically all of which were in the Rio Grande Valley, and about three hundred thousand dollars had been invested in irrigation improvements, and the total acreage watered was 23,308. The number of live stock comprised 94,966 cattle; about 8,000 horses and mules, 5,913 sheep, and 2,575 goats. In 1909, 8,196 acres were planted in hay and forage crops, and a limited acreage in corn, oats, wheat and kaffir corn and milo maize. About 475 acres were in potatoes, sweet potatoes and other vegetables. There were 16,000 orchard fruit trees, and about 36,000 grape vines. As to the lands of the county outside of the Rio Grande Valley, a report of the Commissioner of the General Land Office in 1905 stated that over two million acres were owned by the public school fund, and over half a million acres of university land. So far the only profitable use to which they have been put is for cattle and sheep raising.

THE CITY OF EL PASO

The vicinity of El Paso (meaning "the ford" over the Rio Grande) has been of strategic and commercial importance since the days of Coronado, who in his famous expedition from Mexico into the Santa Fe country passed the river at that point about 1540. Probably even at that time the Rio Grande Valley in the vicinity of the modern city was the home of Pueblo Indians, who had a community life and cultivated by means of irrigation crops of Indian corn and beans. It was not until the close of the sixteenth century that the Spaniards formally established their jurisdiction over the upper Rio Grande, and late in the seventeenth century, after the rebellion of the Pueblos, the capital of the Spanish authority was for a time at El Paso. Throughout the Spanish and Mexican régime, lasting until 1846, the principal settlement at El Paso was on the opposite side of the river from the American



PECOS COUNTY COURTHOUSE

town, at what is now the City of Juarez, formerly known as El Paso Del Norte.

The first occupation of the land on the north bank of the river, was early in 1827, when Don Juan Marie Ponce de Leon, an inhabitant of the old Town of El Paso Del Norte, made application to his government for a grant of land, and the application being granted by the Mexican Government, the settlement of El Paso began. Ponce de Leon was one of the wealthiest, most enterprising and influential gentlemen of this section during his lifetime. He was a man of means, was the great master of transportation in the country in his day, and had a monopoly as a public carrier with his wagon trains. He raised large fields of corn and wheat on the site of the present city, and cultivated an extensive vineyard where El Paso's courthouse and city hall now stands and to the north of those buildings. He had adobe round houses built on the plains, in which he kept watchmen to prevent surprise from the Indians, and to which his workmen might repair during Indian incursions.

At that time, on the authority of General Anson Mills, the veteran pioneer of El Paso, who platted the American town in 1858, the river ran close to the hills on the north, near El Paso's present San Francisco street, but the course of the river subsequently changed in its bed, and

it was on the vacant land that Ponce de Leon built the first house in the present El Paso, located north of Pioneer Plaza. He irrigated his land and ran a flour mill in front of his house with water from the dam still existing.

Outside of an occasional raid of Indians there was little to mar the quiet of these little inland settlements, so far removed from the scenes of conflict during the struggle of Texas for independence, until the war between the United States and Mexico. On December 25, 1846, Col. Alexander W. Doniphan, in command of 900 Missouri Volunteer Cavalry, forming part of the western army of invasion in Mexico, met the gallant Colonel Ponce de Leon with about twelve hundred Mexican troops, at Brazito, six miles above El Paso, and defeating him took possession of the Mexican country on the opposite side of the river. On Sunday, the 27th of December, Colonel Doniphan arrived in El Paso and remained there until the following February, when his expedition invaded Mexican territory and carried on the brilliant campaign which resulted in the fall of Chihuahua. It is from the occupation of El Paso by Doniphan's troops in December, 1846, that the history of El Paso as an American city may be said to have begun.

After the peace with Mexico in 1848, a large military post, called Fort Bliss, was established near the present plant of the El Paso Foundry and Machine Shops. The fort remained in that location until about 1887, when the Government acquired the large grounds and began the construction of the present fort, which is one of the largest border posts along the Mexican boundary.

After the death of Colonel Ponce de Leon in 1852, his ranch was bought by a William A. Smith, who subsequently sold its 500 acres to several parties, and practically all the land has since been taken into the city limits of El Paso. In the meantime a little hamlet of about two hundred inhabitants had grown up, a postoffice was established, and its first postmaster was Franklin Coontz, from which fact the postoffice had the name Franklin, and that was the popular name for the locality for a number of years. In 1858 Anson Mills, who had served as a member of the commission for locating the boundary lines between Indian Territory, New Mexico and Texas, surveyed and platted the townsite, and the Mills map is the original map of El Paso. General Mills has been prominent in the upbuilding of El Paso ever since, and a few years ago he erected the twelve-story Mills Building, one of the largest office structures in the modern city, and on its main entrance is a tablet reading: "On this spot, near the river, opposite the ancient city of Paso Del Norte, Juan Marie Ponce de Leon, the first settler on this side, built his home in 1827." General Mills was only one of many army officers, engineers and strategists who visited El Paso after 1846 and reported upon its strategical and geographical position, and their reports had much influence, first in locating a large army post and later in making El Paso a logical point for railway construction between the east and west and also from north to south.

In 1857 the Government had subsidized the Butterfield Overland Daily Mail from St. Louis to San Francisco, and this stage line through El Paso added greatly to the prosperity of the town. General Fremont projected his Memphis, El Paso & Pacific Railroad, preliminary con-



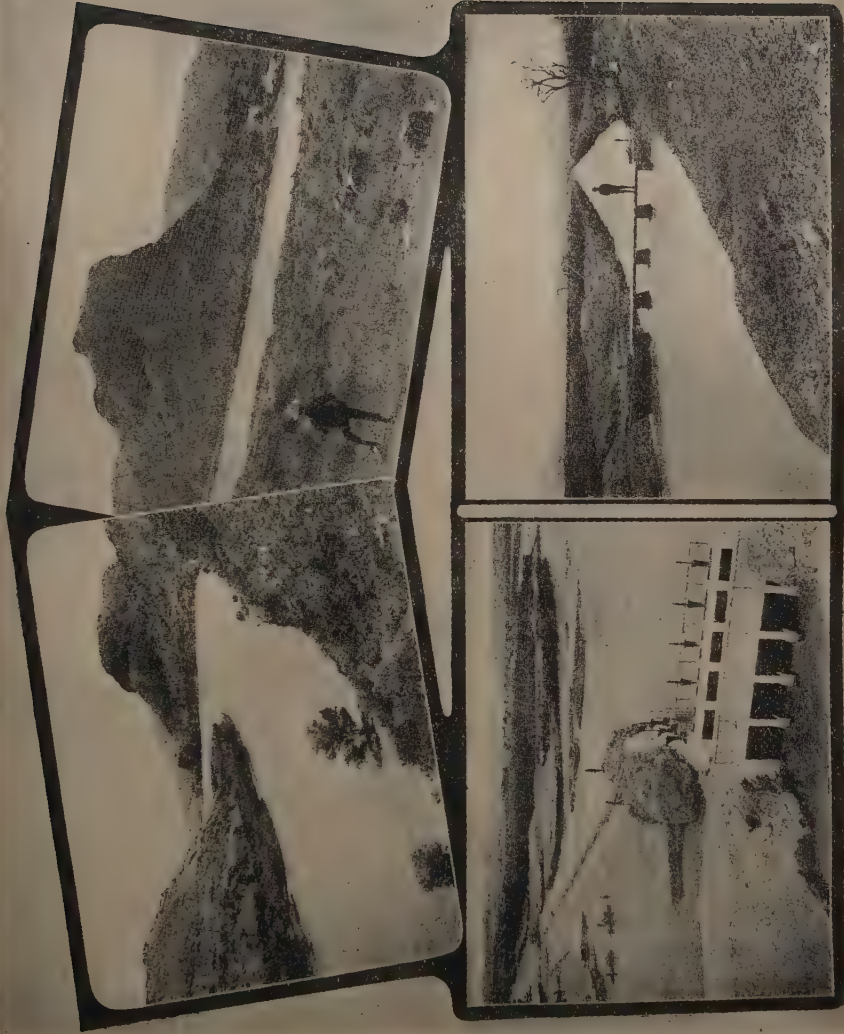
EL PASO'S MODERN BUSINESS BLOCKS

struction on which was begun in northeast Texas in the '50s, and it is probable that this line would have been the first constructed to the Pacific and would have given El Paso the place which afterwards fell to Denver but for the advent of the Civil war, which with its attendant results kept the country practically desolate for about twenty years.

Says General Mills in an article on the general history of El Paso: "At this time El Paso had about 500 souls, of which 100 were Americans. Paso Del Norte, on the opposite side of the river, had some 13,000. San Elizario, twenty miles below, with about 2,000 people, had been made the county seat of El Paso at its first organization in 1852. There was abundant water in the river and some 40,000 acres were in cultivation in Mexico and 30,000 in United States, producing an abundance of wheat, corn, vegetables, grapes and fruit, not only for local needs but for the settlements and military posts in New Mexico and Arizona. There were pear trees and grape vines one hundred and fifty years old, the trees three feet in diameter."

During the Civil war, 1861 to 1865, El Paso was alternately occupied by large commands of the Confederate and Federal troops, and was made a depot of supplies and base of operations for the Confederates against New Mexico and Arizona, while again it was held by the Federals as a key to the control of those territories. After the war a number of years passed away with El Paso as only an isolated border town, and the population of the town and environs in 1870 was 3,000. It was mainly the logic of its geographical and commercial position that brought El Paso to the rank of an important city. Concerning the advantages of its position General Mills says: "There is no point in the southwest so well adapted by nature and environment for a great commercial city as El Paso, because: First, it is the easiest pass, east and west, north and south, for transportation through the great ranges known as the Rocky and Sierra Madre mountains, especially railroad transportation. Second, there is no suitable location for large cities nearer than San Antonio, 624 miles to the east; Los Angeles, 812 miles to the west; Albuquerque, 254 miles to the north, and Chihuahua, 250 miles to the south. Third, the many productive mines of gold, silver, copper and other minerals in all directions, send their ores chiefly to this point for reduction. Fourth, the salubrious, pleasant and invigorating climate, dry without excesses in temperature, is found to be very agreeable by residents and travelers."

The relative unimportance of El Paso is indicated by the following brief description of the town that appears in an old Gazetteer for 1880: "El Paso, a post village, capital of El Paso County, Texas, is on the Rio Grande, about fifty miles below Mesilla, New Mexico; population, 764." Hardly a year had passed before El Paso was the center of several railways and it had entered into its modern era of progress. The only method of reaching El Paso up to that time was by stagecoach and in his reminiscences C. R. Morehead, a venerable El Paso banker, has told how he arrived in the spring of 1880. He took passage on the Southern Overland stagecoach at Fort Worth, arrived at Comanche on the following day, the next day reached Brownwood, on the fourth day came to Fort Concho, now San Angelo, and continued the journey across the western plains and mountains of Texas to Fort Stockton, thence to



ELEPHANT BUTTE RESERVOIR

Fort Davis, and eight days after leaving Fort Worth arrived at old Fort Quitman, and after nine days of travel arrived in El Paso. At that time all west Texas and New Mexico was astir over the Apache Indian raids. These Indians from the occupation by the Americans of the Rio Grande country in 1846 had been more or less constantly hostile, making incursions far into the state and killing the cattlemen and running off stock, occasionally attacking the overland stages. It was only with the coming of the railroads that the danger of Indian attack was finally removed. In El Paso County in January, 1881, Colonel Baylor and his rangers fought the last battle on Texas soil with some of these savages who had killed a stage driver and a passenger.

On May 26, 1881, the first railroad train to reach the city of El Paso came in over the Southern Pacific Railroad from the Pacific Coast. Sixteen days later the Atchison, Topeka & Santa Fe sent in its first train from the north. The Texas & Pacific road had already been constructed as far as Sierra Blanca, and the first train from the east over that line arrived in El Paso in January, 1882. The tracks of the Galveston, Harrisburg & San Antonio were used between Sierra Blanca and El Paso. The original plan of the builder of the Texas & Pacific was to continue the line to the Pacific Coast, but the plan was never consummated, and El Paso remains the western terminus of the railway. Collis P. Huntington, after the completion of the Southern Pacific from California to El Paso, in order to get a transeontinental line, continued work both from El Paso east and San Antonio west, and the final connections, giving through railway transportation from San Antonio to El Paso, were made in 1883. In the meantime, in 1881, the Mexican Central had begun construction work at Paso Del Norte, opposite El Paso, and by 1884 its line connected with the system of Mexican railways centering at Mexico City. Other railways have since been built, including the Mexico-Northwestern Railway, the El Paso & Northeastern was constructed about 1898, and the El Paso & Southwestern, giving the city a direct line to the great copper mines between Arizona and Northern Mexico, was completed in 1903. All the various railroads have improved terminal facilities, and the Galveston, Harrisburg & San Antonio has for many years maintained large shops in El Paso, and both the shops and the general headquarters of the El Paso & Southwestern are located in the city.

The beginning of the era of modern history in El Paso is described by the following quotation from a San Antonio paper of January, 1881: "The scene at El Paso just now beggars description. The fact that three railroads are practically there has caused a world of people of all classes, nations and colors to rush to this new center. Speculators have come to invest their money with firm faith in the future greatness of the city, while the mines at Chihuahua will soon pour their wealth into this center. All things await the approach of the railroad. All the land along the Rio Grande from Hart's Mill, one mile above, to five miles below has been bought for town purposes, depot sites have been selected and there are evidences of progress and extension on every hand. The Mexican Central will soon run to the Mexican side of the river, giving four railroad connections. The Santa Fe is already delivering freight within six miles of the town. Adobe buildings will soon be a thing of

the past, for a company is already manufacturing brick." Says General Mills: "In 1883 the Mundy Brothers erected the first brick building in the city, and during the same year Shuster, Crosby & Mills erected two other large buildings and White and associates built a gas plant. An electric light company was formed in 1887 by Joseph Magoffin and others." Among the old settlers of El Paso prior to the advent of the railways mention should be made of the following: Judge J. F. Crosby, Judge Joseph Magoffin, Col. Simeon Hart, Capt. J. S. Hart, Benjamin Dowell, W. W. Mills, Anson Mills, Allen Blacker, William Coldwell, James P. Hague, Samuel Schutz, Joseph Schutz, John Gillett and J. D. Ochoa. With the beginning of the railroad era came C. R. Morehead and C. T. Bassett in 1880, and soon afterwards they were followed by Judge B. H. Davis, Captain Charles Davis, Calhoun Davis, Captain Thomas J. Ball, Judge Wyndham Kemp, Judge J. A. Buckler, Millard Patterson, R. C. Lightbody, M. C. Edwards, Noyes Rand, C. C. Coffin, O. G. Seaton, J. C. Lackland, Leigh Clark, J. H. Russell, W. R. Martin, Judge J. R. Harper, Capt. John I. Ginn, John M. Dean, W. J. Fewell, Dr. Alexander, Judge Falvey, Dr. W. N. Vilas and Dr. Justice.

Until El Paso became a railroad city, the county seat of El Paso County was at the old town of Ysleta, and the county offices were moved to El Paso in 1883. Other old towns along the Rio Grande are Socorro and San Elizario.

Nine years after the coming of the first railroad, in 1890, El Paso had a population of 10,338; in 1900, population was 15,906, and in 1910, 39,279.

What Fort Worth is to the cattle interests of Texas, El Paso is to the mining and smelting interests not only of this state but of a vast territory in New Mexico, Arizona and Old Mexico. The El Paso mining district includes great coal deposits, copper deposits, iron, silver and gold and quicksilver, and the large smelters, which are among the chief industries, work up immense quantities of ore from Mexico, New Mexico, Arizona and Texas. As the chief border city between the United States and Mexico the international trade has been a great factor in El Paso's prosperity.

With the settling up of Rio Grande Valley to the north and the increasing use of the river's waters for irrigation, the Rio Grande at and below El Paso became exhausted so as to destroy the great agricultural interests that long flourished in the valley. The Rio Grande Valley in El Paso County is from one to five miles in width on the Texas side, and it is estimated that fully 100,000 acres are contained in the land of the valley susceptible to irrigation. Since the earliest Spanish occupation the valley has been the home of the grape, and travelers have for years commented upon the quality and size of that fruit. Until the exhaustion of the Rio Grande waters, El Paso, Ysleta, Socorro and San Elizario were all the centers of irrigation enterprise, and each town had its own system of irrigating ditches, and was embowered in a mass of green foliage of the pear, peach, plum and other fruit trees and surrounding the orchards were extensive grain fields. The exhaustion of the waters bore specially heavily upon Juarez on the Mexican side and the population of that city was reduced in a few years to about 6,000. To remedy this the United States Government has undertaken

its greatest dam and irrigation project, known as the Elephant Butte Dam and Reservoir. The cost of this enterprise will be about ten million dollars and it will be completed and in full operation by the close of 1915. The Butte Dam is located in New Mexico, one hundred and ten miles north of El Paso and behind the dam is formed a reservoir forty miles long and covering over forty thousand acres and of sufficient capacity to impound all the normal flow of water down the stream for three years. From this reservoir a system of canals and diversion dams are being constructed, extending for a distance of thirty-five miles below the City of El Paso. Thus the entire valley of the Rio Grande above and below El Paso is included in the project, and the waters will be diverted to the irrigable land in both New Mexico and Texas, and a stated amount of water is also to be distributed to Mexico, thereby settling the ancient claims against the United States for water that properly belonged to Mexico. The dispute in regard to the water rights between the two nations was settled by an international treaty in 1906, and on completion of the project the United States will deliver annually a total of 60,000 acre feet of water into the Mexican canal above the city of Juarez. In return the Mexican Government waives all rights to water in the Rio Grande above the town of Fort Quitman and all claims for past damages for shortage of water. The project has had its many difficulties, but all interests were harmonized at the National Irrigation Congress, held in El Paso in 1904.

The City of El Paso has been under a commission form of government since 1907, and as a result of the last thirty years there have been introduced and constructed many municipal improvements. The city has thirty-five miles of paved streets, a sewer system covering seventy miles, a municipal waterworks, the source of water being in the mountains, and its public utilities include forty miles of electric street cars and an interurban line running to Ysleta, gas and electric light company.

Concerning the modern building era in El Paso, a local architect said in 1911: "Ten years ago there was but one building in El Paso more than three stories in height—the Sheldon Hotel, which was four stories. Today (1911) El Paso boasts the twelve-story Mills Building; the seven-story American National Bank Building, El Paso & Southwestern Railroad Building and Rio Grande Valley Bank Building; the five-story Posner Building, Caples Building, Roberts-Banner Building, Guaranty Banking & Trust Building, Toltec Club Building and the Sheldon Hotel, all but three of which are of concrete and steel construction. Ten years ago ten to fifteen thousand dollars would have covered the cost of practically any church building in the city. Today every congregation in the city has a splendid home, none over three years old, and they range in cost from twenty-five thousand to sixty thousand dollars. Ten years ago El Paso had no club home. Today the Toltec Club occupies a five-story building, the Elks occupy a two-story building, the Knights of Columbus a four-story building and the Country Club owns a home that cost forty-seven thousand dollars." Since that time the erection of large and handsome public buildings has continued, and few cities in the Southwest exhibit a larger group of substantial and attractive examples of business and public architecture than El Paso. Several fine hotels have been constructed in recent years, including one that cost

a million dollars. El Paso has a number of large retail department stores, and as a wholesale and market city it is the center for an immense area of country. Its banks had aggregate resources in 1913 of over twenty million dollars. In the wholesale and jobbing business are five wholesale groceries, five wholesale produce commission houses, two wholesale hardware and general supply houses, two foundry and machine companies, a number of machinery houses, and jobbing houses in various other lines. Important industries mentioned by the El Paso Chamber of Commerce are the largest silver-lead-copper custom smelter in the United States; the largest wood finishing and box factory in the world; a foundry and a cement plant, a brick and tile company, a sash and door company and many miscellaneous industries.

